Appendix 1

Medway Authority Monitoring Report 2017

1st April 2016 — 31st March 2017

Volume 1 - Main Report

December 2017

Medway COUNCIL
Serving You

Executive Summary 2016/2017

DEMOGRAPHY

The latest mid-year estimate indicates that:

The population of Medway reached 278,542 in June 2016

This is 2,050 persons (0.7%) above the 2015 mid-year figure. The latest annual growth rate while significant is below annual growth levels over the past five years.

REGENERATION

The Command of the Oceans exhibition opened to the public. The project has taken years of conservation to enable timbers from an old warship to be displayed.

HOUSING COMPLETIONS

Figures were up on last year's completions:
In 2016/17 there were:

642 housing units completed

which was below the annual requirement of 1,000.

86% were on previously developed land

13% were affordable

HOUSE PRICES

Property prices have increased by more than 50% since March 2013;

however average property prices in Medway remain below the national level, and significantly below the local level in Kent.

NEW EMPLOYMENT FLOORSPACE

98.7%

of employment floorspace completed this year was on Previously Developed Land

There was a net gain of 500sq.m. 770,000sq.m (net of losses) currently has planning permission

UNEMPLOYMENT

The Job seekers claimant rate has continued to drop in Medway and was at:

1.4% in March 2017.

However, this remains above both the National and Kent rates at 1.2% and the South East rate at 0.8%.

ECONOMIC PRODUCTIVITY

Medway's economy is worth just under £4.8bn

up on the previous year by 5%. It has increased 5 years in a row.

EMPLOYMENT RATE

For the first time in nine years the Medway employment rate (75.8%) stands above the national level (74.2%).

This is the largest increase in the employment rate in the last thirteen years, with an extra 8,700 Medway residents in employment.

EDUCATION – GCSE ATTAINMENT

The GCSE pass rate in Medway increased in 2016 to 60%,

a steady gain from a similar level in 2013.

NEW RETAIL FLOORSPACE

Retail completions were down from last year.

In town centres, many changes were due to premises swapping to other town centre uses, however the most frequent losses were to residential uses.

ENVIRONMENT – GREEN FLAG AWARDS

The winners of the Green Flag award are announced each year in July during 'Love Parks' week.

In 2016/17 six of the seven sites retained the Green Flag award

OUTDOOR SPACE FOR EXERCISE

The number of residents using outdoor space for exercise/health reasons

increased by 10.2%

between 2013-2016

MORTALITY

The death rate decreased significantly in 2016 although still higher than the South East and the national level generally.

The male death rate in Medway remains higher than females. The 2016 female death rate continues to decrease and is the lowest for 5 years. The male rate has also dropped.

LIFE EXPECTANCY

For 2013-15, life expectancy has fallen again marginally.

Life expectancy for Medway males is 78.4 and for females is 82.

TRANSPORT – TRAFFIC FLOWS

CAR JOURNEYS

Over the longer term car and vehicle journeys in Medway has grown at a higher rate in comparison to Kent, the South East and England.

Medway has seen the same rate of growth in vehicle flows over the past year as regional and national levels.

BUS PASSENGER JOURNEYS

8.8 million bus passenger journeys were made in 2015/16 in Medway.

Medway has seen a slight drop in bus usage over the past four years.

PORT CARGO TRAFFIC

Medway Ports handle just over a quarter of 'forestry products' handled by major UK ports - **the most handled by any port in the UK.**

This type of cargo represents just over 17% of the cargo for the Medway Ports.

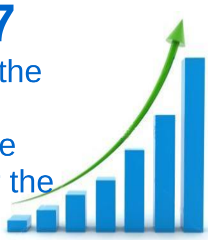
While freight handled by all UK major ports declined further in 2016 (-2.7%), in the Medway Ports cargo tonnage continued to rise (+0.9%),

PLANNING APPLICATIONS RECEIVED

1453 planning applications were received in 2016/17

This is an increase of 10% from the previous year.

On average, 88% of these were determined within the statutory or the agreed timeframe.



APPEALS During the year 2016/17, 51 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 65% of these appeals.

Introduction

Medway has changed significantly over the past few decades, with regeneration and new infrastructure contributing to the development of a modern city. The council is preparing a new Local Plan to manage Medway's growth up to 2035. The emerging plan is being developed in the context of pressures on the housing market and key services, a rising population, and it aims to direct growth in line with respect for the area's natural and built environment.

This Authority Monitoring Report is produced on an annual basis to provide an overview of the context of development in Medway. It gives details of economic, social and environmental data to measure how Medway is performing as an area, and understanding its needs. It is a key mechanism for the Council's Planning Service in assessing the progress being made towards achieving its goals for economic growth, protecting the natural and historic environment, and meeting the needs of its communities. The collection of measures has been focused on key indicators that will help to provide relevant context for work on the new Local Plan.

The Council has followed the established protocol for producing this Monitoring Report on an annual basis in December for the preceding financial year. This report provides monitoring information and statistical data for the period April 2016 – March 2017, with references to previous years for comparison purposes. The report has been informed by data gathered from planning applications determined at 31st March 2017. The sections on Planning Context, Duty to Cooperate, and Development and Regeneration take account of information available up to November 2017.

The report is presented in three volumes. This is Volume 1 of the report which provides an overview of the key indicators of development and contextual issues in Medway. This includes short reports on the progress made in preparing the new Local Plan, and how the council has engaged with other authorities in planning for cross border strategic matters through the duty to cooperate.

Detailed data on development statistics, such as the supply of land for housing and employment uses, is set out in Volume 2. This forms an important aspect of the evidence base for key planning measures, such as defining the authority's position on housing land supply and monitoring detailed changes in land use that inform policy in the new Local Plan.

Volume 3 is the Medway Local Aggregate Assessment for 2016, which specifically considers the supply of minerals for the aggregates sector and supports the strategic planning for industrial minerals. This is prepared in conjunction with the regional Aggregates Working Group.

These reports are available at:

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

Planning Context

In the past year, the Government has continued to update guidance and legislation as part of its aims to reform and speed up the planning system. Key documents and policy included the publication of the Housing White Paper in February 2017, the Neighbourhood Planning Act in April 2017, and The Town and Country Planning (Brownfield Land Register) Regulations 2017. Government also consulted on further changes to the Planning system and its proposals for implementing the aims of the Housing White Paper to 'fix the country's broken housing market'. In autumn 2017, it consulted on 'Planning for the Right Homes in the Right Places' which included proposals to introduce a standard method for calculating local housing need, introducing a Statement of Common Ground on cross border strategic issues to support plan making and approaches to assessing viability of planning policy and development proposals. Further updated policy and guidance is anticipated, including a review of the NPPF in 2018.

Medway Local Plan

Medway Council is progressing the preparation of a new Local Plan covering the period up to 2035. The focus of work over the last year has been consultation on a Development Options stage, and assembling a comprehensive evidence base. This has built on an earlier Issues and Options consultation.

Local Development Scheme

The programme and timetable for the preparation of the new Medway Local Plan is set out in the Local Development Scheme. The current Medway Local Development Scheme was approved by the council's Cabinet on 20 December 2016. The Local Development Scheme is available to view at:

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

It sets out a three year programme for the production of a new Medway Local Plan. The new plan will be a comprehensive planning document, including strategic level and development management policies, land allocations, minerals and waste, and a policies map, covering all of Medway. On adoption it will replace the saved policies of the Medway Local Plan 2003.

Key milestones for Medway Local Plan

Stage	Date
Regulation 18 – Issues and Options consultation	Jan-Feb 2016
Regulation 18 – Development Options consultation	Jan-Feb 2017
Regulation 19 – Publication of draft plan	Winter 2017/2018
Submission of plan for examination	Spring 2018
Adoption (determined on outcome of Examination)	2019

The council intends to review the Local Development Scheme in early 2018 to provide an updated programme towards adoption of the new Local Plan. This will include a further Regulation 18 consultation stage in the development of the Local Plan in early 2018. This is in response to issues raised in the Development Options consultation.

The council consulted on a Regulations 18 Development Options stage of the new Local Plan between January and May 2017. This set out a draft vision and strategic objectives for the plan to shape Medway's growth up to 2035. The consultation document also presented four high level growth scenarios as alternatives for how Medway could meet the area's development needs. The consultation period was extended to allow consideration of technical evidence base documents supporting the Development Options report.

The Planning Service held a series of public exhibitions in towns and villages across Medway, organised topic events with invited stakeholders, and officers attended a number of partnership meetings to seek wide engagement in the preparation of the Local Plan. Over 650 people attended the public exhibitions. Residents were particularly concerned that development should be accompanied by investment in upgrading infrastructure and services.

The council received over 330 written representations to the consultation, outside of those made in specific reference to Lodge Hill or Gillingham Football club. The RSPB and other environmental groups promoted a campaign to protect the ecological interests of the Lodge Hill and Chattenden Woods SSSI, and this attracted over 11,000 representations objecting to development at this site. Gillingham Football Club encouraged its supporters to respond to the Development Options consultation in support of its plans for relocating its stadium. Over 500 responses were made specifically on this matter, of which 90% were in support of relocation.

Further information on the representations made to the Development Options consultation will be reported to Medway Council's Cabinet and published in January 2018. The council has assessed the representations made, and considered the matters raised in preparing the next stage of the draft Local Plan.

The Planning Service is continuing to develop the technical evidence base that provides the basis for the new Local Plan. This has included a number of key work streams over the last year.

Strategic Housing and Economic Needs Assessment (SHENA)

The council commissioned a Strategic Needs Assessment, jointly with Gravesham Borough Council, as an integrated approach to informing development needs over the emerging plan period. The Strategic Housing Market Assessment and the Employment Land Needs Assessment were published in late 2015 to support the Issues and Options consultation stage. A Retail and Leisure Needs Assessment was published in late 2016 to support the Development Options consultation stage. The purpose of these assessments is to determine the development needs for housing, employment and retail land and assess the viability for delivering development in Medway over the plan period. All documents are available on the council's website as part of the Local Plan evidence base at:
http://www.medway.gov.uk/planningandbuilding/planningpolicy/localplanevidencebase.aspx

Following the completion of the North Kent SHENA Retail & Commercial Leisure Assessment 2016, the Council has identified further issues that require research. This further work has been commissioned to inform the preparation of retail strategy and policy formulation including the role of town centres, impacts on and from neighbouring centres, and consideration of the distribution of identified need for retail floor space. This research will be published in support of the next consultation stage on the draft Local Plan in early 2018.

Strategic Land Availability Assessment (SLAA)

The purpose of a Strategic Land Availability Assessment (SLAA) is to identify the supply of land in Medway that is ‘suitable’, ‘available’ and ‘deliverable’ for development. The council has kept its information on land availability under review in preparing the new Local Plan, to ensure that its work is informed by an understanding of all options to deliver growth in Medway. An updated version of the Strategic Land Availability Assessment was published in January 2017, to support the Regulation 18 Development Options consultation. This version has been used as the basis for monitoring in this AMR. The assessment is available at:

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

In the 2017 SLAA a total of 60 sites were identified as suitable for development (53 for residential and 7 for commercial use). The capacity of these sites was estimated to be 5,980 units. The council has received comments and further sites have been promoted in association with the Development Options consultation. The Planning Service is preparing an updated SLAA report for publication in early 2018 to support the next stage of the plan preparation.

Strategic Transport Assessment

The Strategic Transport Assessment (STA) will form a key part of the transport evidence base. This will establish strategic infrastructure needs and mitigation measures required for each site allocation. The first stage comprises a high-level assessment of the scenarios presented in the Development Options consultation. Subsequent, refined stages will inform the emerging Local Plan and this will incorporate a complementary assessment of the associated vehicle emissions within Medway’s adopted Air Quality Management Areas. The STA is underway following an inception meeting held with Highways England, Kent Highways, the council’s consultants and officers. The council intends to publish initial outputs alongside the next stage of consultation on the emerging Local Plan.

Gypsy and Traveller Accommodation Assessment

The council has commissioned an update to its evidence base in identifying the specialist accommodation needs of gypsy and travelling showpeople communities. This will report in early 2018 to inform the next stage of consultation on the new Local Plan.

Infrastructure Planning

The development of Medway is dependent on infrastructure improvements to provide the capacity to serve the needs of the area’s growing population. The council published an Infrastructure Position Statement in January 2017, to set out the baseline condition of infrastructure and service across Medway. This forms the basis of further work on an Infrastructure Delivery Plan that will support the draft Local Plan. The council has engaged in work with Kent County Council in updating the Kent and Medway Growth and Infrastructure Framework.

Green Belt Review

Land in the western edge of Medway forms part of the metropolitan Green Belt around London. In preparing the new Local Plan, the council is carrying out an assessment of the Green Belt locally. This work will be published with the next stage of consultation on the Local Plan.

Heritage Asset Review

A draft report is currently being prepared to provide a comprehensive overview of the built heritage of Medway, created as part of the heritage evidence base for the Medway Local Plan 2015. Its purpose is to review and assess the historic environment in Medway in order to provide a strategic, evidence-based framework that underpins the emerging Medway Local Plan.

Green Infrastructure Strategy

The council is preparing a framework that identifies the broad ecological corridors that form intrinsic components of Medway's development strategy, and the policies and land designations that will seek to secure and strengthen the environment. This strategy for Medway's green infrastructure will be published with the next stage of the Local Plan consultation.

Community Infrastructure Levy (CIL)

The Council is updating its evidence base on infrastructure needs as part of the preparation of the Local Plan, as outlined above. The council has not progressed the implementation of CIL in advance of the new Local Plan. The infrastructure needed to support Medway's development strategy will be set out in the Infrastructure Delivery Plan. The government has indicated that it will report on the operation of the Community Infrastructure Levy and it is anticipated that there will be associated legislative updates. The council will take account of the updated policy and reflect this in the work associated with the new Local Plan. In advance of the adoption of the plan, the council is reviewing its Guide to Developer Contributions. This will be published for consultation in early 2018.

Neighbourhood Plans and Neighbourhood Development Orders

In June 2015, a Neighbourhood Area was designated in Cliffe and Cliffe Woods for the purpose of preparing a Neighbourhood Plan. This is consistent with the parish boundary. Medway Council's Planning officers have been liaising with the Neighbourhood Planning steering group since the start of the process. The council has shared planning information and provided data and resources for the neighbourhood planning group.

Where possible, Medway's Planning Service and the Neighbourhood Plan group have worked together to run joint consultation events, and planning officers have supported community workshops run to develop the neighbourhood plan.

The Neighbourhood Planning group has commissioned technical support to assist in the drafting of policies and the sustainability appraisal work to accompany the draft Neighbourhood Plan.

Details of progress in the preparation of the draft Neighbourhood Plan are set out on the parish council's website at:

http://www.cliffeandcliffewoods-pc.gov.uk/community/cliffe-and-cliffe-woods-parish-council-12909/ccw-neighbourhood-plan/

There are no current or proposed Neighbourhood Development Orders in Medway.

Local Aggregate Assessment

In line with the requirements of the National Planning Policy Framework and government guidance in the Planning Practice Guidance on the Managed Aggregate Supply System, the Council has prepared a Local Aggregate Assessment summary covering operations and sales in 2016. This provides an assessment of the demand and supply for aggregate minerals to meet local and wider strategic needs, and any environmental and economic constraints that may influence this. The key information collected for 2016 is set out in Volume 3 of this Monitoring Report. To be consistent with the monitoring period and the regional approach, the document is titled 2016, although it has been produced in 2017, as part of the Authority Monitoring Report.

The Medway Local Aggregate Assessment 2016 has been reviewed by members of the South East England Aggregates Working Party (SEEAWP), and its content agreed. This is set out at Volume 3 of the AMR at:

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

Duty to Cooperate

From the outset of its work in preparing a new Medway Local Plan, the council has built in the need to meet the ‘duty to cooperate’, as integral to a legally compliant development plan. The duty to cooperate requires the council to *‘engage constructively, actively and on an ongoing basis’* with other Local Planning Authorities and Public Bodies to address *‘strategic matters’*. In particular the duty to cooperate requires the Council to work with neighbouring authorities, including Kent County Council, to address strategic issues that *‘cross administrative boundaries’* for example the provision of infrastructure or meeting housing needs.

The council has noted the government’s intention to introduce a requirement to produce and maintain ‘statements of common ground’ on cross-boundary matters, including the housing need for the area, distribution and proposals for meeting any shortfalls. It will respond as needed to new legislation and proposed changes to the NPPF.

The evidence base for the new Medway Local Plan includes a North Kent Strategic Housing and Economic Needs Assessment that was produced on a cross border basis with Gravesham Borough Council. The reports considered wider strategic links and the council shared baseline and analytical work on development needs with neighbouring authorities.

Plan Making

The Development Options consultation document recognised a range of strategic issues critical to the context of the Medway Local Plan. These include Medway’s location in the Thames Gateway regeneration corridor, commuting links and migration patterns, health provision, and environmental matters. Strategic developments, such as the proposed Lower Thames Crossing, Ebbsfleet Garden City and the London Entertainment resort on the Swanscombe peninsula are noted, and will be considered in the drafting of Medway’s new Local Plan. .

The council consulted on a Development Options stage of the new Medway Local Plan in Spring 2017. This included a number of specific meetings set up with neighbouring local planning authorities, and wider statutory consultees, such as Natural England and Historic England, and utilities providers. These meetings were in addition to the consideration of formal comments made to the Development Options Regulation 18 consultation.

In meeting with neighbouring planning authorities, the council has discussed the potential implications and issues arising from its emerging Local Plan, and also those of plans being progressed locally. Maidstone and Swale both adopted Local Plans in 2017, and Tonbridge and Malling and Gravesham councils are at earlier stages of preparing their local plans. Key matters considered include housing needs and distribution, employment land, transport, infrastructure planning, air quality and environmental impacts. Joint planning work has also been carried out in the assessment of accommodation needs for gypsy, travellers and travelling showpeople’s communities.

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

- *Consultations & Representations*
  Officers monitor publications and consultations by neighbouring authorities and other public bodies, making formal representations where appropriate.

- *Regular Partnership and Project Meetings*
  Regular liaison meetings take place with our neighbours through the Kent Planning Officer Group and the Kent Planning Policy Forum both of which take place every other month. As well as providing a formal forum for debate, these meetings also provide an important opportunity for sharing information and holding discussions with officers from neighbouring authorities. Medway is a member of the Wider South East group of local authorities that provides a mechanism for engagement and information exchange in relation to strategic planning matters in London. The review of the London Plan is a key matter for consideration in assessing potential implications for the local area.

  Waste and minerals are of particular significance to strategic planning. The Council is an active member of the South East England Aggregates Working Party (SEEAWP) and the South East Waste Planning Advisory Group (SEWPAG). These provide a basis for exchange of information on minerals and waste planning matters, and in establishing consistent and coordinated approaches to minerals and waste planning. SEEAWP has a role in the production of the annual Local Aggregates Assessment (LAA), and has provided a formal sign off for Medway's LAA.

  On environmental issues, the council participates in the North Kent Environmental Planning Group, which seeks to develop an evidence base and integrated best practice in planning for the internationally important estuaries and marshes of the Thames, Medway and Swale. A dedicated Management Board with representatives of councils and voluntary organisations across north Kent has been set up to oversee the implementation of the North Kent Strategic Access Management and Monitoring scheme. This works on a strategic approach to managing and mitigating the potential impact resulting from recreational disturbance to the Special Protection Areas of the Thames, Medway and Swale estuaries and marshes.

  The council is also a member of the Kent Downs Area of Outstanding Natural Beauty Joint Advisory Committee, which has been responsible for the preparation of a joint AONB Management Plan, adopted by all member councils, including Medway. In addition, Medway Council participates in work coordinating planning for the natural environment, such as Local Nature Partnerships.

  A sub-regional group coordinating strategic work on retail has been set up. Its work has included consideration of the role of Bluewater and Lakeside Shopping Centres.

  Medway has worked with Kent County Council on the planning and investments in broadband infrastructure, and has engaged in the 2017 review of the Kent and Medway Growth & Infrastructure Framework.

  Medway Council is a member of the Thames Gateway Kent Partnership which coordinates regeneration work across north Kent.

  The council is working with Tonbridge and Malling Borough Council on cross border planning issues for the Rochester Airport business park.

Development and Regeneration

Medway is one of the largest urban areas in the south east and has a well established regeneration programme that is transforming redundant brownfield sites. This is most notable in the Chatham Maritime area and the wider urban waterfront areas. The council supports this growth that is delivering investment in new homes, jobs and services and opening up opportunities for residents.

Chatham Maritime

Strategic brownfield sites can take longer to develop, and many sites in Medway have benefitted from investment, such as land decontamination and flood defences, to facilitate delivery. Development rates in Medway over recent years have reflected the difficult economic climate, but the area has seen increasing confidence in investment and key sites are being progressed.

This has included the approval of planning permission for a mixed use development, including up to 1400 homes at Rochester Riverside and work starting on the redevelopment of Kitchener Barracks to deliver the area's largest modular housing scheme meeting high sustainability standards and demonstrating new ways of speeding up the supply of homes to the market.

The council is committed to securing investment that can deliver its vision for Medway, as a leading waterfront university city. Funding has been secured through the South East Local Enterprise Partnership to improve infrastructure and boost the economy. The council has also bid to the Housing Infrastructure Fund to invest in the strategic infrastructure that is critical to Medway's ability to accommodate the scale of projected development needs in the emerging Local Plan.

Local Enterprise Partnership Funding

Central Government allocates funding for various projects to Local Enterprise Partnerships across the UK. Medway's funding is issued to and managed by the South East Local Enterprise Partnership (SELEP). Medway has been granted Local Growth funding for several schemes totalling £33m as shown below:

Scheme	Grant
Chatham Town Centre and Public Realm Package The Chatham town centre project is focusing on improving the Gateway link between Chatham railway station and Chatham town centre and waterfront area. Construction work is underway on site to implement these improvements, with project completion expected by mid 2018.	**£4 m**
A289 Four Elms Roundabout to Medway Tunnel Journey Time and Network Improvements See the Transport section for more information.	**£11.1 m**
Medway City Estate Connectivity Improvement Measures See the Transport section for more information.	**£2 m**
Strood Town Centre Journey Time and Accessibility Enhancements See the Transport section for more information.	**£9 m**
Medway Cycling Action Plan See the Transport section for more information.	**£2.5 m**
Rochester Airport Infrastructure This supports the development of a major new employment site, whilst also safeguarding the future of the airport.	**£4.4m**

In September 2017, the Ministry of Defence withdrew its outline planning application for the development of a new settlement at Lodge Hill, Chattenden, which proposed up to 5000 new homes. Homes and Communities Agency (HCA) is now involved with the site, and is working on a new scheme to promote through the Local Plan and a fresh planning application.

Due to pressures on housing land supply, the council has supported a number of proposals for sustainable development on greenfield sites outside of the current Local Plan development boundaries. This is seen in the higher proportion of land in the housing trajectory on greenfield sites over the next 5 years.

The council organised the Medway Design Awards in June 2017 *(pictured right)* to showcase and celebrate the best achievements of regeneration and development in Medway over the past ten years. This attracted a high level of interest, and demonstrated how Medway has benefitted from development and the increasing confidence in the area as a place that is positive about its future growth which is characterised by quality design.

The Planning Service holds an annual forum with major developers and planning consultancies to discuss key issues and facilitate constructive dialogue between the local planning authority and the development sector. This feeds into the review and design of the service, and helps mutual understanding of issues impacting on planning and development. The council also holds an annual forum for smaller housebuilders and local agents, focused mainly on householder schemes and minor planning applications.

Pilot Brownfield Land Register

The regeneration of brownfield sites forms the core of Medway's development strategy. The council supports the effective use of land that has been previously developed to promote sustainable development and meet the wider objectives of ambitions for Medway's growth. As well as seeking investment to bring forward key regeneration sites, the council promotes greater awareness of the availability of brownfield sites for development.

The council took part in a pilot scheme with DCLG to establish a pilot Brownfield Land Register and published a draft version at the end of June 2016. The purpose of the register is to encourage use of previously developed land, and help boost the supply of housing. Since then new legislation has been introduced that requires Local Planning Authorities to publish and maintain a Brownfield Land Register. The current Medway Council Brownfield Land Register is available to view at:
http://www.medway.gov.uk/planningandbuilding/planningpolicy/brownfieldregister.aspx

Development Briefs

The council supports the use of development briefs where they can help bring sites forward, through providing greater certainty on the planning considerations and expectations on how sites can be delivered.

Updated development briefs have been prepared for two regeneration sites in Medway: Strood Waterfront and the Chatham Interface Land. These have been prepared to reflect changing context and market issues, since the original guidance was produced in 2006 and 2010 respectively. Further details are available at:

Chatham Interface Land:
http://www.medway.gov.uk/planningandbuilding/planningpolicy/theinterfaceland.aspx

Strood Waterfront:
http://medway.gov.uk/stroodwaterfront

Regeneration Sites - update

Rochester Riverside

A key opportunity for Medway's regeneration is in the Rochester Riverside site. Countryside submitted a planning application in summer 2017 for 1,400 new homes, a primary school and nursery, commercial floorspace for A1/A1/A3/A4/B1/D1/D2 uses along with roads, open space and landscaping. This 400m scheme will transform the 74 acre (30 hectare) site which adjoins Rochester's historic town centre and the new railway station.

Costing £5 million, the new multi storey car park opened in Rochester, providing 321 parking spaces and 18 disabled bays for long stay parking.

Medway are to receive Government funding from the Local Growth Fund of £7.2 for two regeneration projects for Rochester Airport Technology Park and the former civic centre site in Strood.

Chatham Waters

The 14.6ha development is a £650m investment by Peel Land and Property, consisting of a mix of uses including office space, student accommodation, educational space, hotel, event complex, food store and 950 residential units. A public house and restaurant are currently under construction on this site.

Chatham Dockyard

Command of the Oceans exhibition *(pictured right)* opened to the public. The project has taken years of conservation to enable timbers from an old warship to be displayed.

The Historic Dockyard gets a lottery grant to enable refurbishing and converting the Fitted Rigging House, a Grade 1 listed building.

Hoo Peninsula

A former Military Site in Lower Upnor is being converted and redeveloped for a mixed use scheme; the works consist of 36 dwellings, 3905 sq.m of B1 floor space and a restaurant.

Strood
Ground works continue at the Temple Waterfront site. Redrow Homes are expected to start building the 1st phase of 210 homes in the summer 2017. Innovation Studios Strood opened in the beginning of August; the official launch was held on the 7th September and was opened by Councillor Chitty. Another project being looked at in Strood is for flood mitigation on the former Civic Centre site.
St Andrew's Park, Halling
Development on the old Halling Cement Works site continues. Developers Redrow have completed two thirds of the dwellings. They expect to be finished on site within the next 2 years and also be contributing to the local community, with road and public transport improvements, health, nursery and primary school facilities, waste and recycling and other facilities.
Kitchener Barracks
The demolition of Kitchener Barracks commenced in Summer 2017 to make way for 302 residential units. 
General
Enabling infrastructure works in relation to Innovation Park Medway are being investigated; progress on this will be reported in next years AMR.

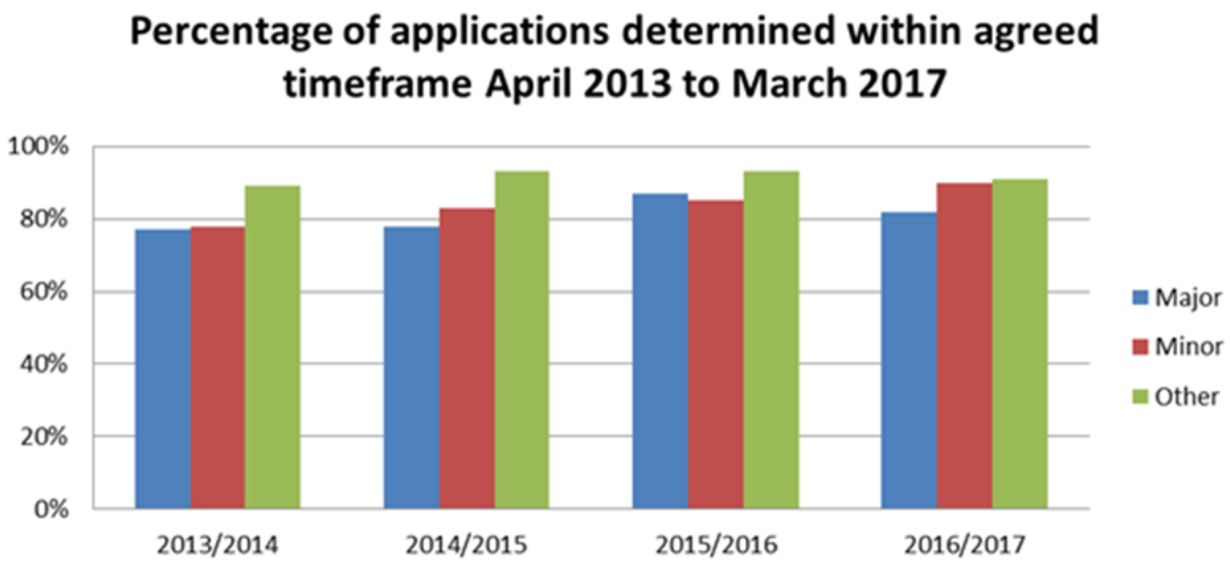
Development Management Planning Statistics

Planning applications

In 2016/17 1,453 planning applications were determined.

Number of applications determined and percentage processed within the statutory timescale or the agreed timeframe

	2013/14		2014/15		2015/16		**2016/17**	
	Nos	%	Nos	%	Nos	%	**Nos**	**%**
Major	74	77	56	78	54	87	**65**	**82**
Minor	350	78	369	83	285	85	**314**	**90**
Other	1105	89	908	93	983	93	**1,074**	**91**



Major

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

Minor

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

Other

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

Extensions of time

The general view when processing planning applications is to focus on achieving a positive, pro-growth planning system. It is considered better to take extra time and get a better quality result, than to rush the decision and get a poor result. The Government introduced the use of Planning Performance Agreements (PPA's) and Planning Extension Agreements (PEA's), whereby applicants and Local Planning Authorities can agree an appropriate timeframe for the determination of an application, subject to there being a programme and clear end date for the determination.

Planning Performance Agreement (PPA)

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

Planning Extension Agreements (PEA's)

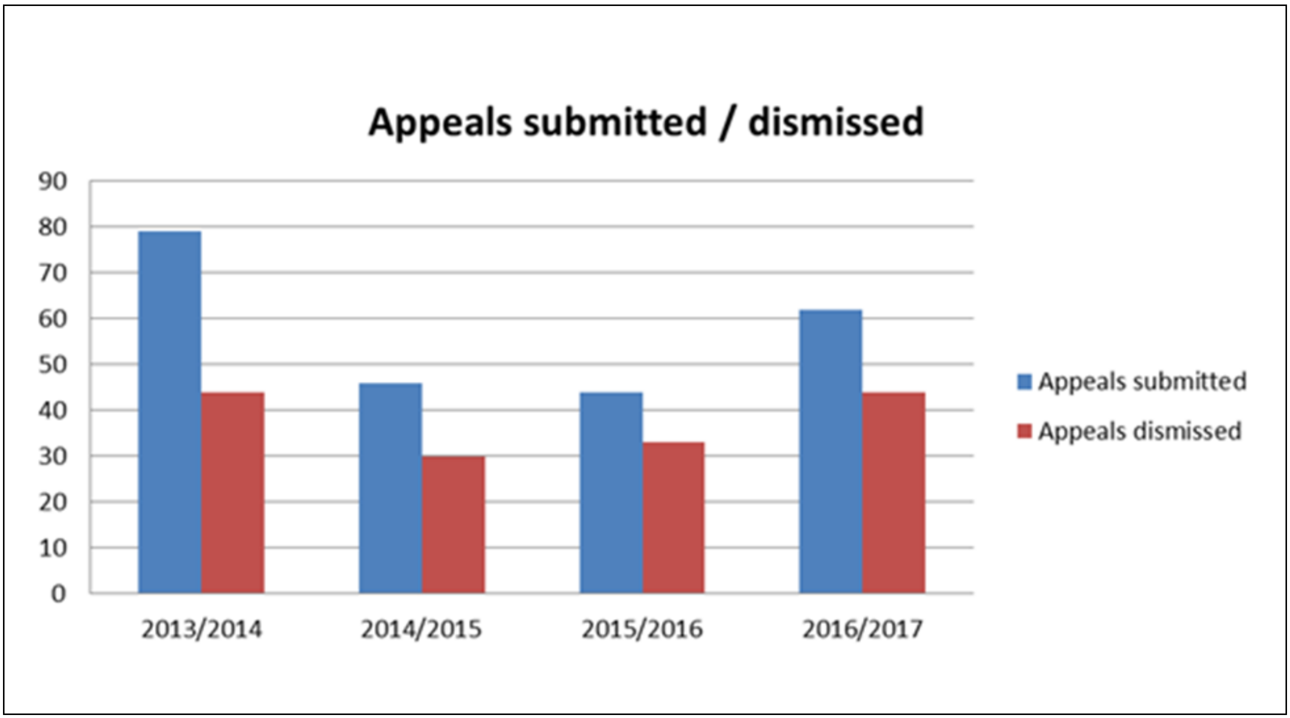
A PEA is used to develop a bespoke timetable, whereby the timetable can be extended beyond 8, 13 or 16 weeks so long as the council and the applicant agree. Provided the council is able to meet the new agreed date, an application will be counted as satisfying the timeliness requirement for applications.

Appeals against planning decisions

During the year 2016/17, 51 appeals against the Council's decisions were determined.
The Planning Inspectorate dismissed 65% of these appeals.

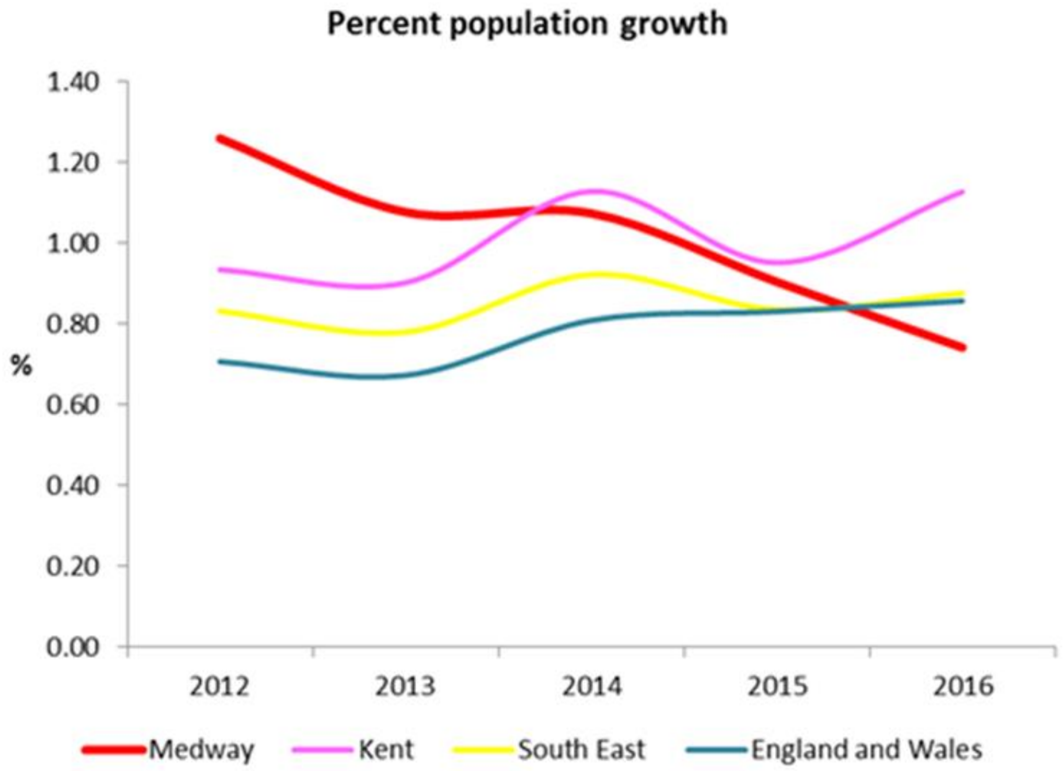
Percentage of Dismissed Appeals

Year	Percentage Dismissed
2013-2014	56%
2014-2015	65%
2015-2016	75%
2016-2017	65%


Appeals submitted / dismissed
90
80
70
60
50
40
30
20
10
0
2013/2014
2014/2015
2015/2016
2016/2017
Appeals submitted
Appeals dismissed

Population

Mid year estimate 2016



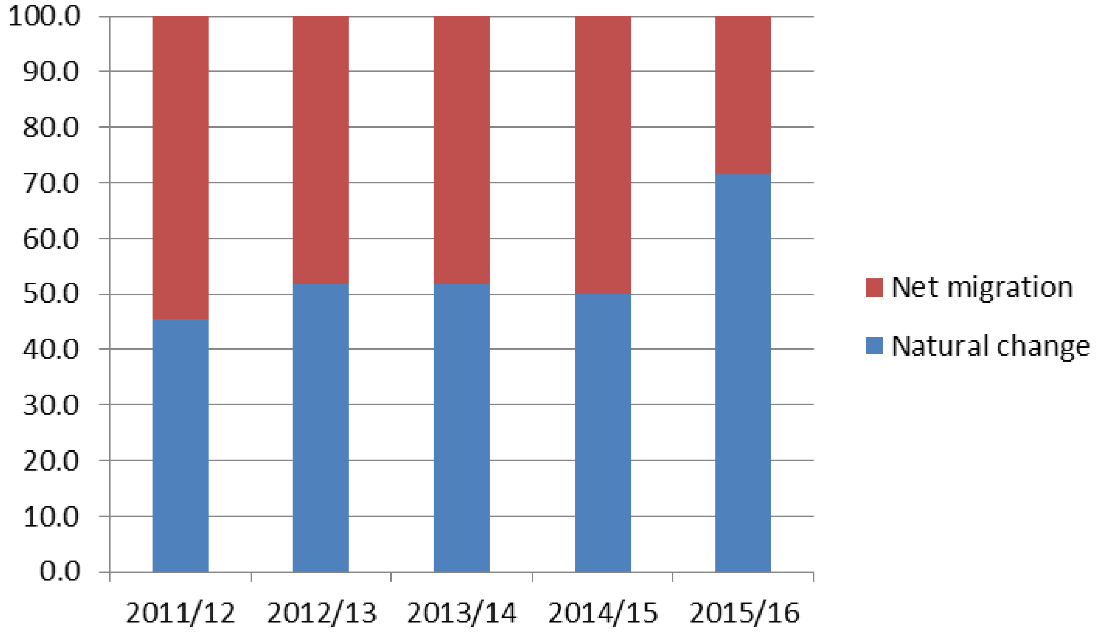
The latest mid-year estimate indicates that the population of Medway reached 278,542 in June 2016 – 2,050 persons (0.7%) above the 2015 mid-year figure.

The latest annual growth rate while significant has slowed compared to the rates of growth seen over the past five years. This shows the dynamic nature of population change, and is an area to be kept under review as the council plans for the needs of its growing population.

Population growth - 2015 to 2016

	2015 (000's)	2016 (000's)	Rate of growth (%)
Medway	**276.5**	**278.5**	**0.74**
Kent	1,524.7	1,541.9	1.1
South East	8,947.9	9,026.3	0.89
England & Wales	57,885.4	58,381.2	0.86

Population change



Natural growth – births exceeding deaths – has been the main driver of population growth in recent years in Medway.

The rate of natural growth was down in Medway in 2015 due to an increased death rate, while births remained constant.

Medway has seen a fairly even split in population growth between natural growth – births exceeding deaths – and migration over the past five years. However in 2015/16 natural growth accounted for almost three-quarters of the annual growth, due to a drop in migration with an outward flow in internal migration - to other parts of the country – for the first time in six years. Further information on migration patterns is set out later in this section. Together these trends have resulted in a lower rate of annual growth in the last reference year. The variation over individual years underlines the importance of longer reference periods when assessing the projection of likely future trends.

Source: Mid 2016 Population Estimates, Office for National Statistics.

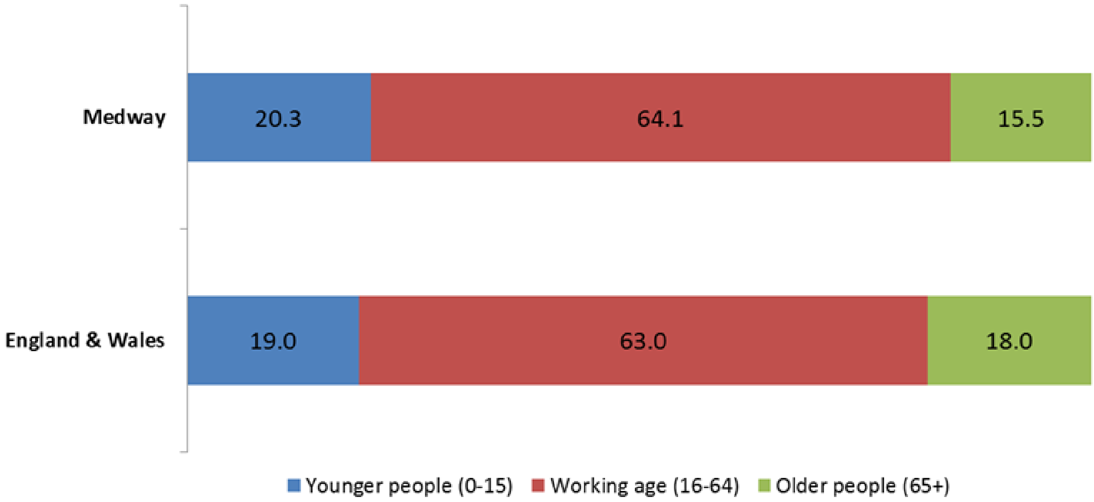
Further information on Medway's population is available via this webpage:

http://www.medway.gov.uk/PDF/Population%20%20-%20June%202017Final.pdf

Population by broad age group – 2016

By broad age group - Medway has a larger working age population at 64% than nationally (63%), a larger younger person's population (20%) and a smaller elderly population (16%). There has been notable growth in the proportion of young people in Medway over recent years, increasing from 19% of the population in 2014, to 20.3% in 2016. This change brings implications for services, such as education and health, and housing requirements. These population changes will be kept under review as the council develops and implements its planning policy.

Population by broad age group – 2016



Population by broad age group – 2016

		0-15	16-64	65+
Medway	Numbers	**56,669**	**178,636**	**43,237**
	Percent	**20.3**	**64.1**	**15.5**
Kent		19.2	61.0	19.8
South East		19.1	62.0	18.9
Eng & Wales		19.0	63.0	18.0

Migration

The majority of people moving into and from Medway come from other parts of England, particularly from neighbouring areas and London. International migration represents less than 10% of the volume of more local migration.

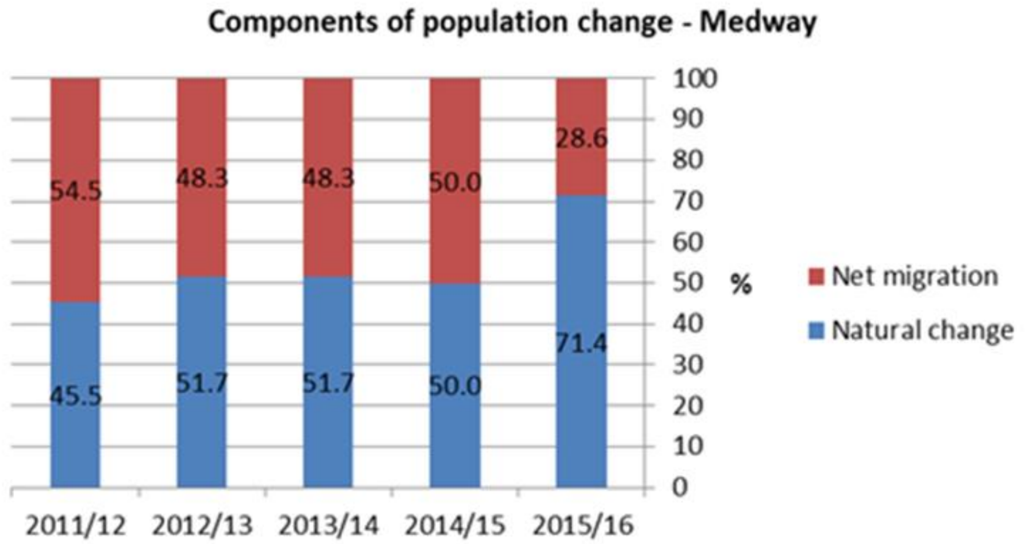
In 2016 migration was significantly lower than the recent trend, due to a net outward flow in internal migration for the first time in six years – that is more people left Medway, than moved into the area. Growth arising from inward migration to Medway in 2016 was largely from movements outside the United Kingdom, with two thirds of the net inward migration flow originating from abroad.

Just under two thirds of the inward flows to Medway are from London. This flow from London to Medway is 28% higher than five years ago. After London, Medway has the strongest migration connections with neighbouring Local Authorities; Swale, Maidstone, Gravesham and Tonbridge & Malling.

There appears to be a younger population flow into Medway than out, suggesting that families are moving into Medway; this flow may also reflect the movement of students entering Higher Education in Medway.

Medway migration flows 2016

Internal Migration (within UK)			**International Migration**		
To Medway	**From Medway**	**Net**	**To Medway**	**From Medway**	**Net**
+11,900	-12,400	**-500**	+1,600	-600	**+1,000**



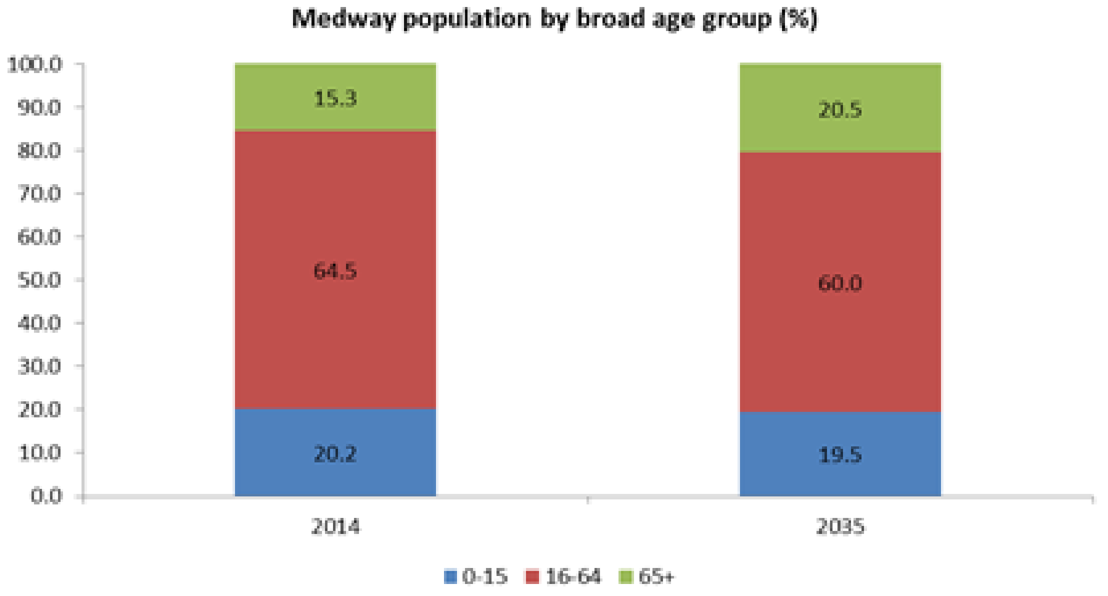
Future growth - Population projections

Medway's population is predicted to reach 330,200 by 2035, growing by just over 56,000 people, a growth rate of 20.5% over the projection period (2014-2035). Medway's predicted growth stands above the regional and national level of growth.

The projected population growth estimate in Medway is above the growth level for England (+14%) the South East (+16%) and Kent (19%).

The age profile of Medway is likely to change considerably. Common to national trends, the largest growth in the Medway population is for people aged 65 and over representing 15% of the population in 2014 increasing to just over 20% in 2035.

The working age population – based on the current definition – decreases from just over 64% of the population down to 60% in 2035. The proportion of young people is projected to decrease to a lesser degree from just over 20% in 2014 to 19.5% in 2035.



Population growth 2014 to 2035	
Total growth	**56,200**
Natural Change	**31,100**
Births	79,200
Deaths	48,100
All Migration Net	**25,000**
England to Medway	252,600
Medway to England	234,900
International to Medway	28,100
International from Medway	18,900
Scotland/Wales/NI to Medway	6,300
Medway to Scotland/Wales/NI	8,400

Further information on population growth in Medway is available here:

http://www.medway.gov.uk/pdf/Population%20Projections%202016.pdf

Housing

In June 2014, the Council adopted a Housing Position Statement that included the review of its housing requirement. Work commissioned on household projections indicated that provision should be made for at least 24,000 new homes to be delivered between 2011 and 2035 - an average of 1,000 a year. This figure was approved by Cabinet as the basis of the council's housing requirement. This has been used to present the context for housing completions in 2016-2017 in Medway set out below.

In January 2015, the council jointly commissioned a Strategic Housing and Economic Needs Assessment (SHENA) with Gravesham Borough Council. This work has produced an updated Strategic Housing Market Assessment that included the calculation of an Objectively Assessed Need for housing over the plan period (2012-2035). This was assessed to be 29,463 homes, or an annual need of 1,281 homes. This is the reference for the emerging Local Plan and the council is seeking to meet the area's identified development needs.

The Government is carrying out further work on a standard approach for calculating housing need. The document went out for consultation in September 2017. It could result in a higher housing need for Medway. The next set of household projections will be published in 2018, and the council will need to consider this data in preparing the Local Plan. Further testing of sustainability and viability will inform the housing target in the new Local Plan.

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

In 2016/17 642 units were completed, which was below the annual requirement of 1,000.

Net additional dwellings in previous years

	Completions	Requirement	Surplus/deficit
2013	565	1,000	-435
2014	579	1,000	-421
2015	483	1,000	-517
2016	553	1,000	-447
2017	**642**	**1,000**	**-358**
2013-2017	2822	5,000	-2178

Number of new and converted dwellings on previously developed land

In 2016/17, 549 residential completions were on previously developed land (PDL), which represents 86% of all residential completions, which is much higher than in previous years.

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

	Percent units on PDL	Units on PDL
2012/13	69%	392
2013/14	64%	369
2014/15	64%	309
2015/16	74%	411
2016/17	**86%**	**549**

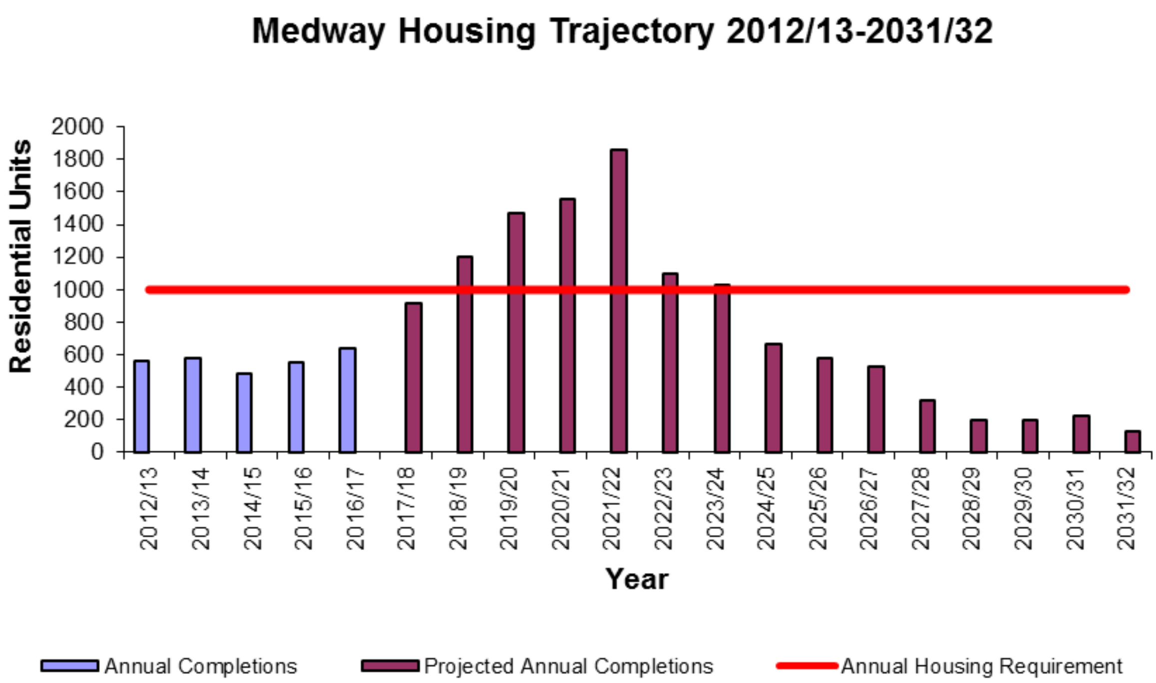
Housing Trajectory 2012/13 – 2031/32

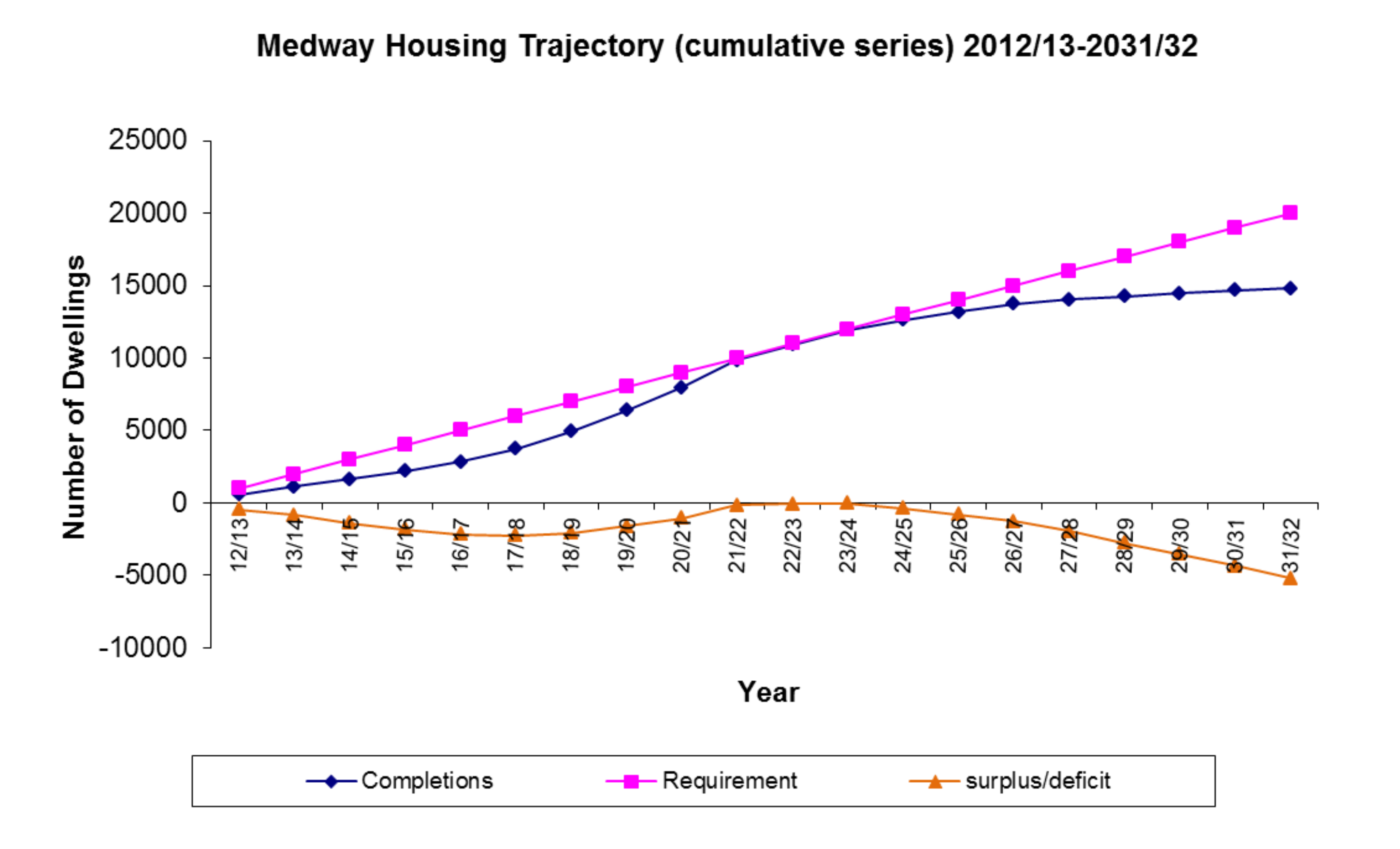
The housing trajectory shows phasing over the period 2012-2032, including contributions from past completions, sites with planning consent, local plan allocations and possible windfalls and sites that are identified in the Strategic Land Availability Assessment (SLAA) January 2017. A detailed breakdown of the trajectory is set out in Volume 2 of the AMR.

Trajectory															
12-17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
Comps	Projected Cumulative Completions														
2822	3737	4941	6408	7967	9830	10931	11961	12623	13204	13729	14050	14250	14450	14675	14807
	Projected Annual Completions														
	915	1204	1467	1559	1863	1101	1030	662	581	525	321	200	200	225	132
Reqmt	Annual Housing Requirement														
5,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000

The phasing is based upon planning officers' estimates, using their experience of past site delivery. Current market circumstances are also taken into account. The phasing is discussed and agreed with other council officers in Planning, Housing Services and Regeneration Delivery Teams, who have greater direct involvement with sites. Some sites within the SLAA have been phased based upon information provided and/or discussions with the land promoters. As work progresses on the new Local Plan, further sites will be allocated for development, which will significantly boost the supply of housing land.

Please note; this trajectory is based on the position as at 31st March 2017.





Victory Pier, Gillingham

Property prices

Average property prices in Medway are significantly lower than neighbouring areas, and below the national level. However prices are increasing faster.

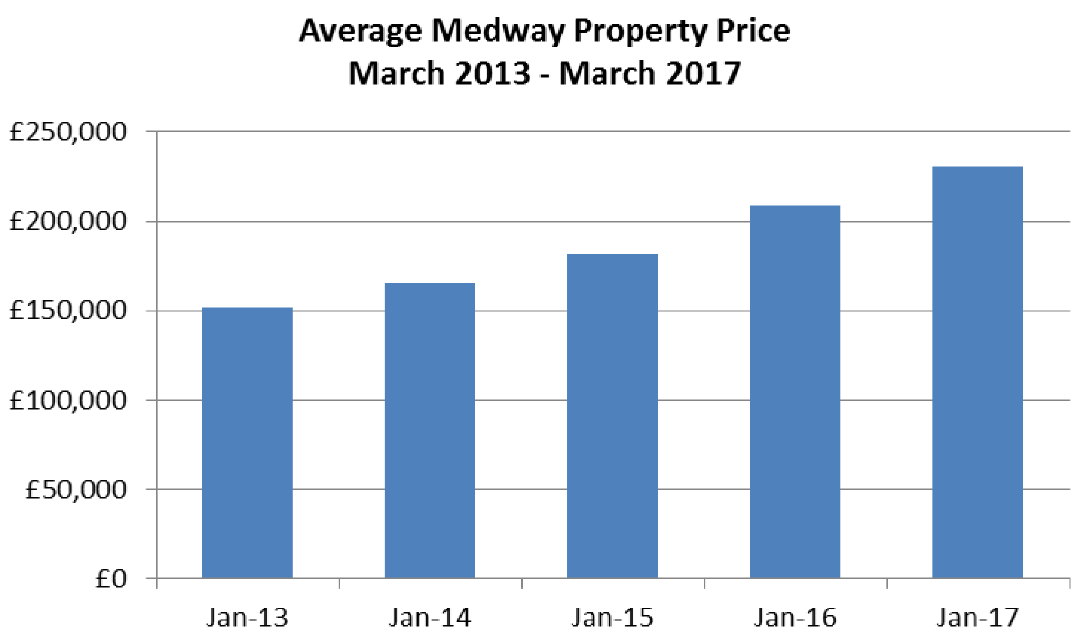
Information notes are published annually on Medway's property prices – see the following link:

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

Average property price in Medway 2012-2017

Year	Medway	Kent	South East	Eng & Wales
March 2013	**£151,789**	£195,779	£225,295	£175,314
March 2014	**£165,157**	£210,284	£243,371	£186,648
March 2015	**£181,835**	£228,561	£265,090	£199,435
March 2016	**£209,075**	£258,044	£300,201	£217,901
March 2017	**£230,339**	£276,850	£311,514	£227,549
2013-2017 % change	**51.7**	41.4	38.3	29.8
2016-2017 % change	**10.2**	7.3	3.8	4.4

Source Crown Copyright Land Registry Property Prices 16th May 2017



*The Medway housing market area consists of a number of local authorities that neighbour Medway to include: Gravesham, Swale, Maidstone and Tonbridge & Malling. Figures quoted for the Medway HMA are an average of these local authorities including Medway. The Medway HMA was identified in the SHMA. Further information is available at:

http://www.medway.gov.uk/pdf/Medway%20SHMA%20Final%20Report.pdf

Housing affordability
House price to earnings

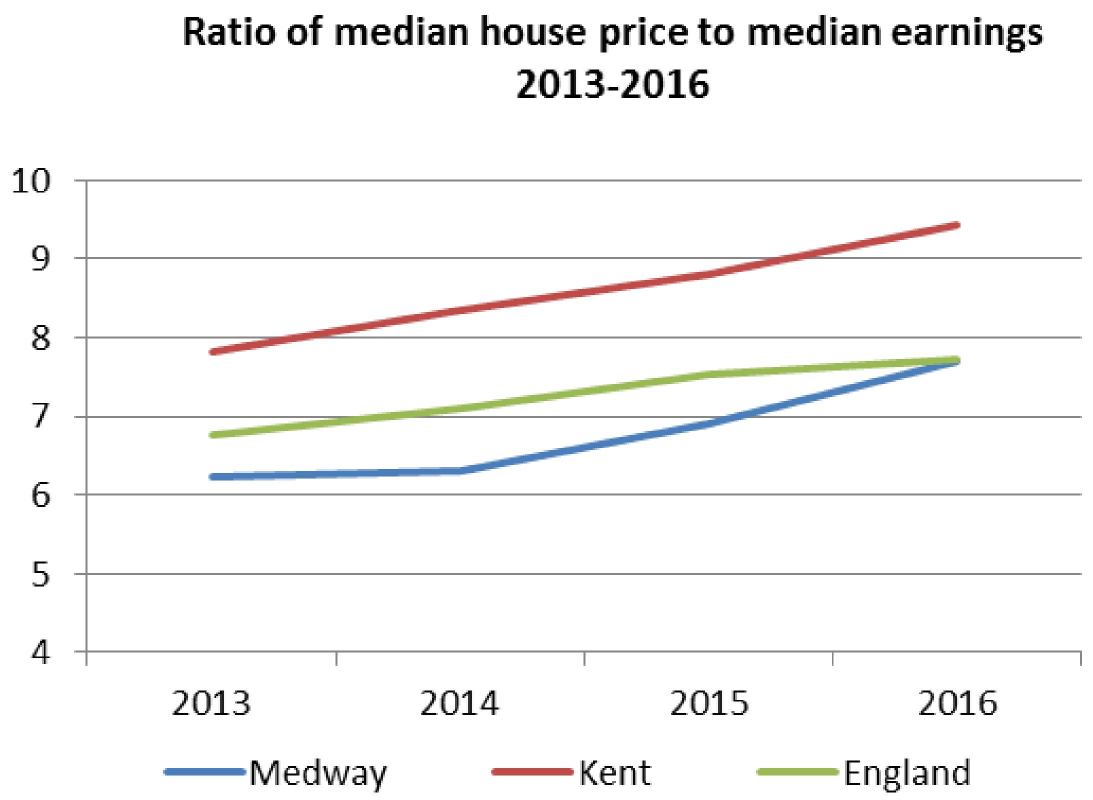
The cost of housing is a major issue across much of the country, and is a particular concern in the south east of England. Affordability ratios provide an indication of the relative financial accessibility of an area's housing market to local workers. The average cost of a property in Medway is over seven times the average annual salary.

Housing affordability over the past three years have worsened in all areas, however Medway remains more affordable than Kent in general.

Nationally Medway is now almost on a par with house price to earnings ratio.

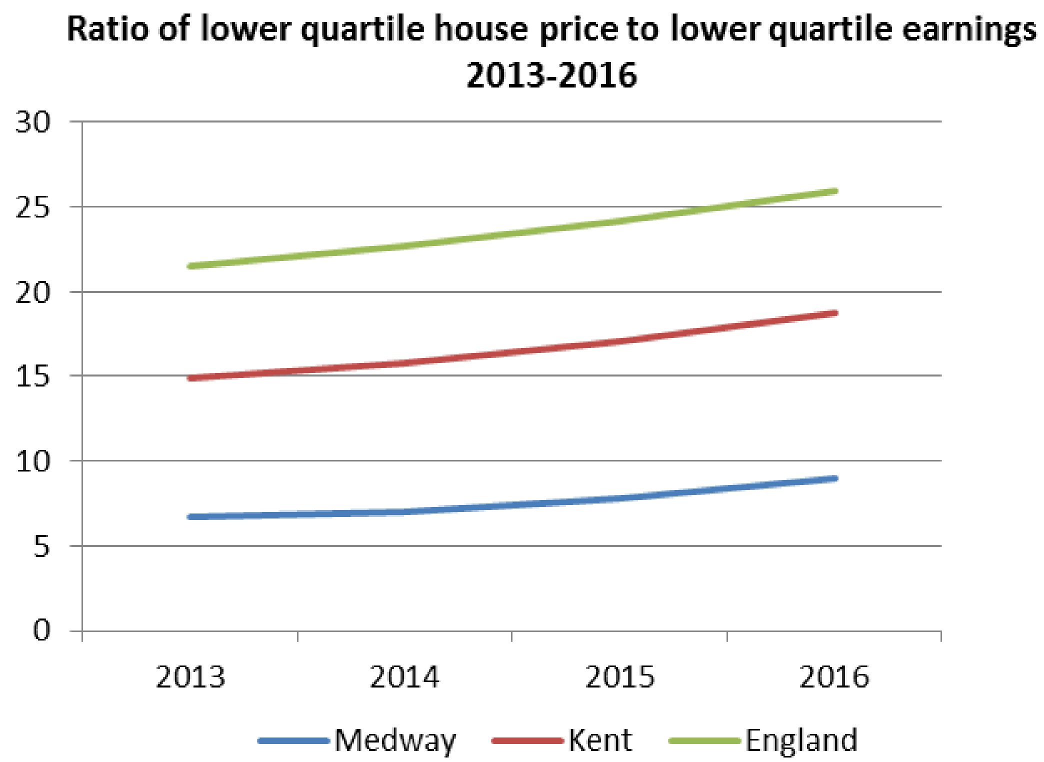
Ratio of median house price to median earnings

	2013	2014	2015	**2016**	Ratio change 2013-2016	
					Nos	Percent
Medway	**6.24**	**6.30**	**6.90**	**7.71**	**1.47**	**23.6**
Kent	7.82	8.36	8.81	9.44	1.62	20.7
England	6.76	7.09	7.52	7.72	0.96	14.2



Ratio of lower quartile house price to lower quartile earnings

	2013	2014	2015	**2016**	Ratio change 2013-16	
					Nos	Percent
Medway	**6.71**	**7.03**	**7.79**	**8.93**	**2.22**	**33.1**
Kent	8.21	8.72	9.24	9.8	1.59	19.4
England	6.57	6.91	7.11	7.16	0.59	9.0



Lower quartile housing affordability in Medway has become less affordable to a greater degree than the overall median ratio, with the average property towards the 'lower' end of the market costing almost nine times the average 'lower' end annual salary.

However, in Medway the lower end of the market is more affordable in comparison than the level seen across Kent as a whole.

https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearningslowerquartileandmedian

Regionally – housing affordability ratio (workplace-based)

Of sixty-seven local authorities in the South East, Medway ranks sixth most affordable area, after Southampton, Portsmouth, Gosport, Isle of Wight and Milton Keynes.
Least affordable areas in the South East are South Bucks, Chiltern and Epsom & Ewell.

Source:
https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/1997to2016

Affordable Housing

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

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

Affordable housing data is collected and reported by the council's Housing Team and is reported as gross numbers.

The number of affordable completions has dropped considerably from previous years. Only 13.5% of gross completions were affordable in 2016/17.

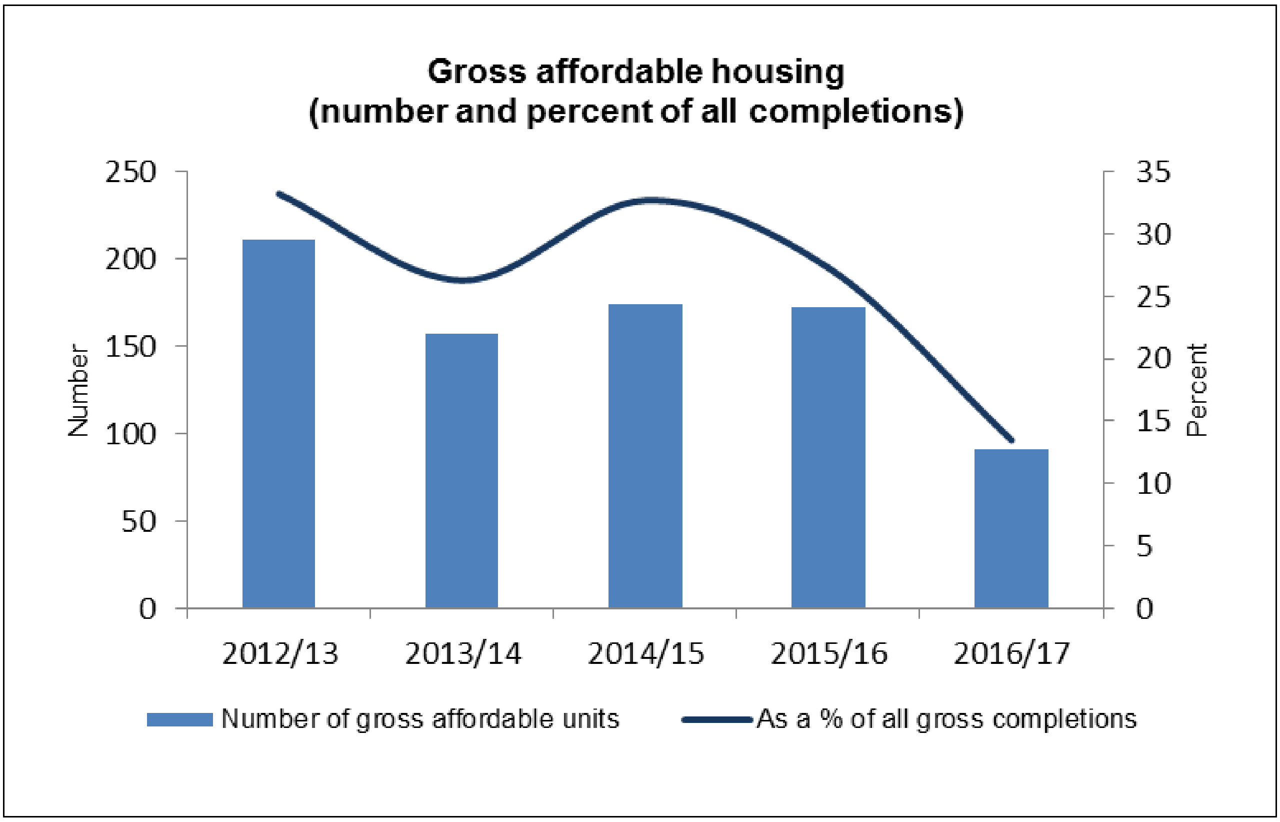
For sites built out in the year 2016/17 the breakdown of houses and flats by number of bedrooms is shown in the table below. More houses than flats were completed. The majority of new properties were for smaller households providing 1 and 2 bedrooms.

Affordable Completions (gross) by property type and number of bedrooms 2016/17

Number of bedrooms	Houses/Bungalows	Flats
One	29	17
Two	30	9
Three	6	0
Four or more	0	0
Total	**65**	**26**
Total % split	**71.4**	**28.6**

Gross affordable completions

	Number of gross affordable units	Number of gross completions	As % of all gross completions
2012/13	211	635	33.2
2013/14	157	597	26.3
2014/15	174	532	32.7
2015/16	172	630	27.3
2016/17	**91**	**675**	**13.5**


Gross affordable housing
(number and percent of all completions)
Number
Percent
250
200
150
100
50
0
35
30
25
20
15
10
5
0
2012/13
2013/14
2014/15
2015/16
2016/17
Number of gross affordable units
As a % of all gross completions

Residential completions by property type and size

Most of the new housing being constructed in Medway is 3 and 4 bed family homes.

Specialist provision is continuing to come forward for students. During 2016/17, 115 student rooms were completed.

Completions (gross) on large sites by property type and number of bedrooms 2016/17		
Number of bedrooms	**Houses**	**Flats**
One	23	136
Two	99	96
Three	261	2
Four or more	236	0
Total	**619**	**234**
Total % split	**73%**	**27%**

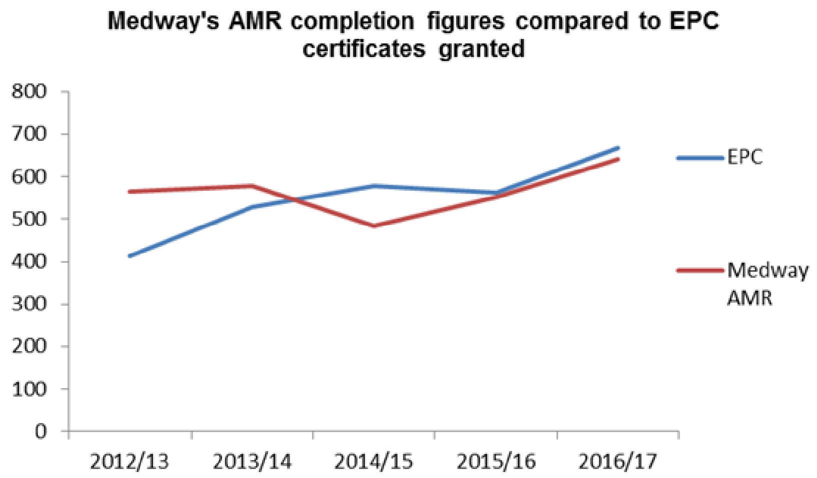
Please note, this table only shows sites which have been completely built out; it does not include sites where completions have occurred with the remainder still under construction.

Lodgement Completions - Energy Performance Certificates (EPCs)

A quarterly series of experimental statistics is released by the Department for Communities and Local Government on the energy efficiency of domestic and non-domestic buildings in England and Wales that have been constructed, sold or let since 2008. This data comes from Energy Performance Certificates (EPCs) which are produced at the time of completion or sale.

Comparing EPC lodgement completions with Medway's Annual Housing Completions

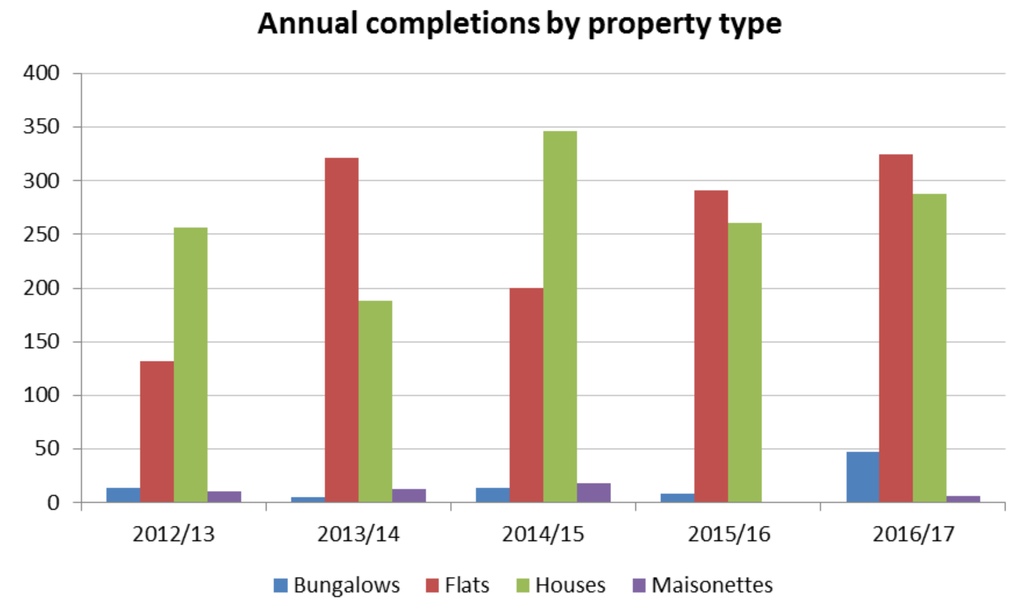
Each type of dwelling is referred to as a lodgement. The number of lodgements is different to the number of actual completions per year due to differences in the EPC requirements and definitions used when counting completions for the annual survey. However, over 5 years, there is a difference of only 75 dwellings, so using the EPC figures could give an early indication as to what the housing completion figures might be for each year.



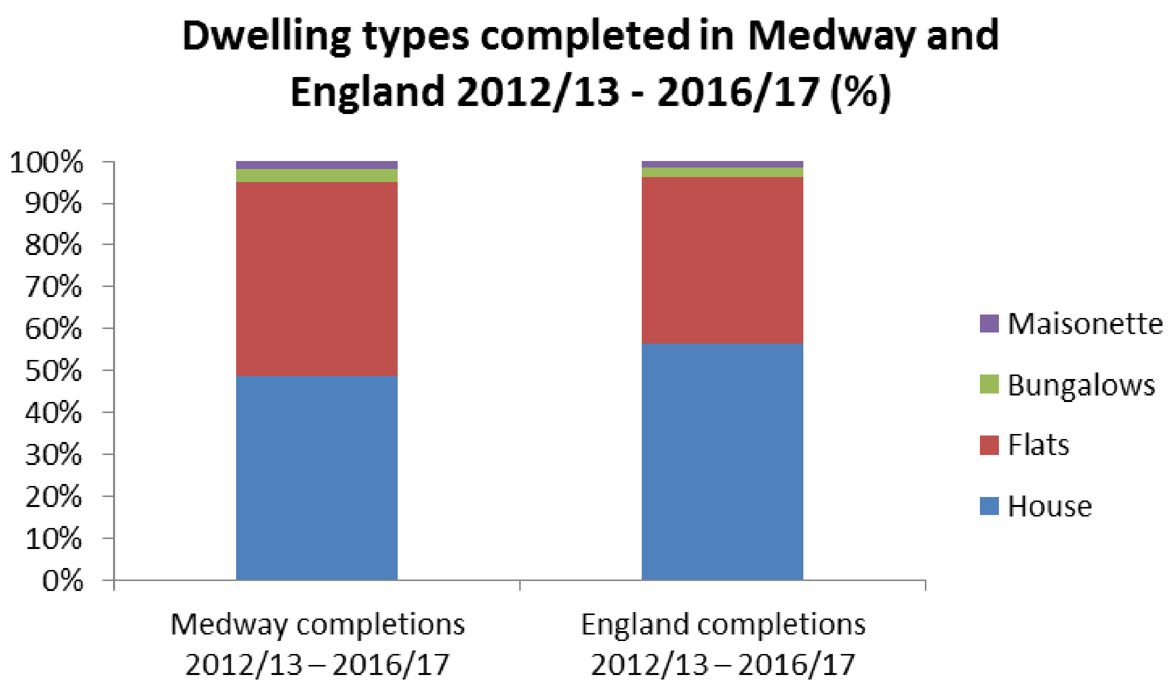
	Total lodgements	Medway completions	Difference
2012/13	413	565	-152
2013/14	527	579	-52
2014/15	578	483	95
2015/16	562	553	9
2016/17	667	642	25
TOTAL	**2747**	**2822**	**-75**

Annual Completions by property type

From Medway Council's annual housing survey, it is usually not possible to monitor the completions of property types until the whole site is built out (see above). However, using the EPC statistics, it is possible to produce an approximate breakdown for each year, see the chart below:



There were a larger number of bungalows delivered this year due to the completion of Centenary Gardens in Gillingham. A high number of flats were delivered at Victory Pier, Gillingham.



Since 2012/13, the split of completions has been 48.7% houses, 46.2% flats, 3.3% bungalows and 1.8% maisonettes. Compared to national figures, this shows that there were a smaller proportion of houses completed in Medway, but a larger proportion of flats.

Average floor space completed 2012/13 – 2016/17		
Type of dwelling	**Medway (sq.m)**	England (sq.m)
Bungalow	**73**	88
Flats	**61**	63
Houses	**109**	113
Maisonettes	**67**	87

The average floor space size for completions of dwellings in Medway is generally slightly smaller than those completed nationally in England.

Source: https://www.gov.uk/government/collections/energy-performance-of-buildings-certificates

'Other'

Using information gained from Council Tax records, during 2016/17, nineteen houseboats moved into marinas in Medway (Port Werburgh, Port Medway Marina Cuxton and Medway Bridge), and one moved out, leaving a net gain of eighteen houseboats.

C2 accommodation (residential institutions) saw a net loss of 56 rooms 2016/17. However, in the next 5 years there is expected to be a net gain of around 95 rooms.

New Homes Bonus

The New Homes Bonus is a grant paid by central government to local councils to reflect and incentivise housing growth in their areas.

It is based on the amount of extra Council Tax revenue raised for new-build homes, conversions and long-term empty homes brought back into use. There is also an extra payment for providing affordable homes.

New Homes Bonus				
2012/13	2013/14	2014/15	2015/16	**2016/17**
£2,3m	£3,5m	£5,4m	£6,0m	**£7,5m**

New Homes Bonus is not ring-fenced and is treated as part of the overall Medway Council aggregate finance, alongside Revenue Support Grant, Council Tax and Business Rates.

Gypsies, Travellers and Travelling Show- people

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

The report assesses requirements from 2013 – 2028.

In August 2015, the government issued revised policy guidance on gypsy and traveller accommodation. To reflect the changes in government policy and new Local Plan period, Medway Council has commissioned a new GTAA to be undertaken. Work is currently on going and an update will be available in early 2018.

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

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

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

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

Net additional pitches (Gypsy and Traveller)

Bi-annual counts of Gypsy and Traveller Caravans are made by the Planning Service, Housing Management and Strategic Housing every January and July, before being submitted to DCLG and subsequently published. A count of Travelling Showpeople is also made annually each January.

In January 2017, there were 48 caravans in Medway, of which 10 were socially rented, 28 on authorised sites with permanent/temporary permission and a further 10 on unauthorised sites without planning permission. In addition to this, there were a further 19 Travelling Showpeople caravans counted.

Gypsy Site Trend

	Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				
	Socially rented	All Private Caravans		**All Private Caravans**	No. of Caravans on Sites on Travellers' own land		No. of Caravans on Sites on land not owned by Travellers		**Total caravans**
	Caravans	Temporary Permission	Permanent Permission		Tolerated	Not tolerated	Tolerated	Not tolerated	
Jul 2012	**12**	0	0	**0**	1	0	0	0	**13**
Jan 2013	**12**	0	5	**5**	1	0	0	0	**18**
Jul 2013	**0**	0	14	**14**	1	0	27	0	**42**
Jan 2014	**12**	0	5	**5**	1	0	0	0	**18**
Jul 2014	**0**	0	14	**14**	1	0	0	0	**15**
Jan 2015	**12**	0	5	**5**	1	0	0	0	**18**
Jul 2015	**0**	0	14	**14**	1	0	0	0	**15**
Jan 2016	**12**	0	5	**5**	1	0	0	0	**18**
Jul 2016	**0**	16	10	**26**	3	4	0	0	**33**
Jan 2017	**10**	17	11	**28**	3	7	0	0	**48**

*Please note, the Traveller count is voluntary and in some years numbers may have been estimated. The Planning Service took on the combined role of doing the return with sections of the Housing team from the July 2016 return onwards.

Planning applications

During the year 2016/17 there were two approvals granted for gypsy caravans (both retrospective);

1. to allow the siting of a second static mobile home on an existing gypsy site.
2. change of use of the land to residential for the siting of a mobile home, two touring caravans, a cesspit and hard standing area, construction of a day room, paddock to the rear and construction of 1.8m high boundary fencing.

Both of these permissions were conditioned and temporary, due to expire 30/6/2019.

During the year 2015/16 there was one refusal for a retrospective application at Matts Hill Road for the use of land for hardstanding and the stationing of one mobile home and one touring caravan.

During the previous year, 2014/15, there were 4 consents granted for gypsy caravans/mobile homes.

Self Build and Custom Housebuilding Register

From 1 April 2016, the council has had a duty to hold a register of people and associations interested in a serviced plot of land that could be used to build their own home.

The register operates in 'base periods'; The first base period ran from the date the register was first established (1 April 2016) until 30th October 2016, then subsequent base periods will run from 31 October to 30 October the following year.

At the end of each base period, relevant authorities have three years in which to permission an equivalent number of plots of land, which are suitable for self build and custom housebuilding, as there are entries for that base period.

In base period 1, the council received 15 requests for inclusion in the register.

At the end of base period 2, there were 39 individual applicants to go onto the register and no associations (groups of individuals).

The council will have regard to the register when preparing the local plan, and in making decisions on planning applications. More information can be found at:

http://www.medway.gov.uk/planningandbuilding/planningpolicy/self-buildcustomhousebuild.aspx

Economy and Employment

Medway Council supports the development of a diverse, high quality local economy, to provide a wide range of employment options for the community as a whole.

Medway Council has begun work on 'Medway 2035', an ambitious regeneration framework to accompany the Local Plan. The draft Medway 2035 sets out eight priority themes for future action, which (subject to consultation) are:

- Destination and Placemaking
- High Value Jobs and Productivity
- Inward Investment
- Local Employment
- Innovation
- Business Accommodation
- Sector Growth
- Improving Employability

Medway continues to actively pursue funding to deliver its ambitions, including securing over £40m of successful applications for SELEP funding.

Amount and type of completed employment floor space

In 2016/17 – although there were losses in the B2 and B8 sectors overall, there was a small net gain in employment floor space.

Losses were to a variety of uses, including a Trampoline Centre, Car Dealership and Renewable Energy generation.

Amount and type of completed employment floor space (sq.m) – 2016/17

	B1	B2	B8	Mixed B	Total
Gross	9,896	2,602	340	0	**12,838**
Net	4,835	-923	-3395	0	**517**

Amount of completed employment floor space (sq.m) 2012/13- 2016/17

	2012/13	2013/14	2014/15	2015/16	2016/17
Gross	12,327	15,919	13,841	37,371	**12,838**
Net	-4,626	-11,065	-1,858	21,685	**517**

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

Almost 100% of employment floor space was completed on previously developed land.

Amount and type of completed floor space (gross sq.m) coming forward on previously developed land (PDL) – 2016/17

B1	B2	B8	Mixed B	Total
9733	2602	340	0	**12675**
98%	100%	100%	0%	**98.7%**

Completed floor space (sq.m) on PDL (total) 2012/13-2016/17

2012/13	2013/14	2014/15	2015/16	2016/17
6,883	15,666	6,849	4,527	**12675**
56%	98%	49%	12%	**98.7%**

Amount and type of employment land available

The amount of available floor space for B1/B2/B8 with planning permission net of potential losses is 777,629 sq.m.

Amount of floor space for town centre uses

For the first time in 5 years there was an overall floor space gain in A1/A2/B1/D2 use classes. However town centres showed a small net loss, mainly due to changes of use to residential.

Significant retail development outside of the town centre has been at Hempstead Valley Shopping Centre.

At Gillingham Business Park retail units have been demolished and the site currently under construction for replacement units, this accounts for the high loss of A1 floor space in the rest of Medway.

The monitoring data shows that the retail sector is still subject to sharp competition and the traditional make up of town centres is facing changes.

Floor space (sq.m) completed for town centre uses (A1/A2/B1/D2) – 2016/17

	A1		A2		B1		D2		Total	
	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Net
Town centre	227	-730	202	202	124	-383	481	481	1034	-430
Rest of Medway	1728	-3445	103	103	9772	5218	5981	4789	17584	6665
Total	**1955**	**-4175**	**305**	**305**	**9896**	**4835**	**6462**	**5270**	**18618**	**6235**

Total floor space (sq.m) for town centre use 2012/13-2016/17

	Town Centres		Rest of Medway		Floor space Total	
Year	Gross	Net	Gross	Net	Gross	Net
2012/13	2,849	1,467	4,875	-4,812	7,724	-3,345
2013/14	1,183	-4,677	3,144	-1,561	4,327	-6,238
2014/15	1,772	-3,118	5,353	-2,383	7,125	-5,501
2015/16	434	-3,181	12,336	-7,015	12,770	-10,196
2016/17	**1034**	**-430**	**17584**	**6665**	**18618**	**6235**

Job Seekers Allowance (JSA) claimants

The Job Seekers claimant rate has continued to drop in Medway over 2016/17, but in March 2017 at 1.4% remains above the national rate (1.2%), the regional (0.8%) and Kent rate (1.2%).

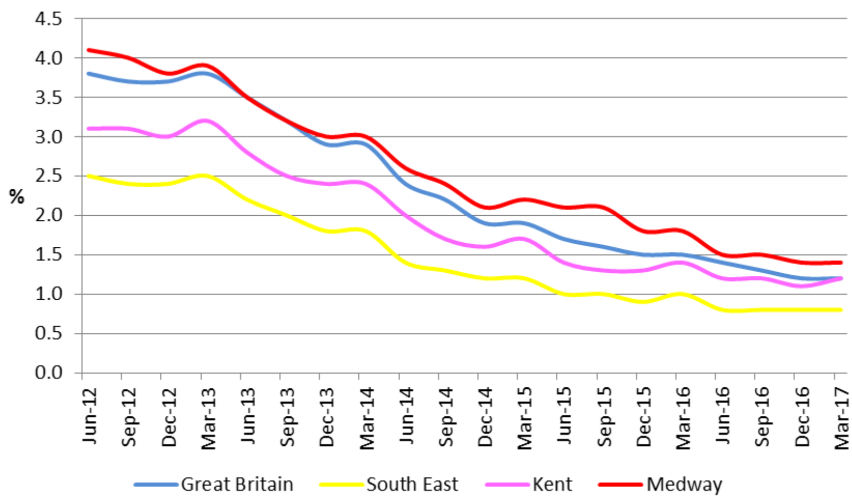
The JSA rate peaked in Medway in March 2012 with a prevailing downward trend since then.

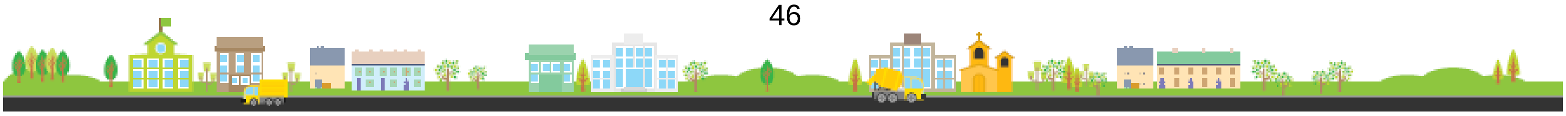
At 1.2% the JSA claimant rate is down to levels of unemployment seen in 2001.

JSA claimant rate – 2012-2017

	Medway	Kent	South East	Great Britain
Mar 2012	**4.3**	3.4	2.7	4.0
Jun 2012	**4.1**	3.1	2.5	3.8
Sep 2012	**4.0**	3.1	2.4	3.7
Dec 2012	**3.8**	3.0	2.4	3.7
Mar 2013	**3.9**	3.2	2.5	3.8
Jun 2013	**3.5**	2.8	2.2	3.5
Sep 2013	**3.2**	2.5	2.0	3.2
Dec 2013	**3.0**	2.4	1.8	2.9
Mar 2014	**3.0**	2.4	1.8	2.9
Jun 2014	**2.6**	2.0	1.4	2.4
Sep 2014	**2.4**	1.7	1.3	2.2
Dec 2014	**2.1**	1.6	1.2	1.9
Mar 2015	**2.2**	1.7	1.2	2.0
Jun 2015	**2.1**	1.4	1.0	1.7
Sep 2015	**2.1**	1.3	1.0	1.6
Dec 2015	**1.8**	1.3	0.9	1.5
Mar 2016	**1.8**	1.4	1.0	1.5
Jun 2016	**1.5**	1.2	0.8	1.4
Sep 2016	**1.5**	1.2	0.8	1.3
Dec 2016	**1.4**	1.1	0.8	1.2
Mar 2017	**1.4**	1.2	0.8	1.2

JSA claimant rate 2012-2017





Gross Value Added – productivity

In 2015 Medway's economy was worth just under £4.8bn, up on the 2014 level (+£230m) by 5%.

At £17,338 per head, Medway stands amongst the lowest levels of GVA for sub-areas in the South East, after the East Kent area at £17,273.

Medway's productivity growth in 2015 stands above the national (2.9%), regional (3.2%) and county (3.9%) growth rate, but below the Kent Thames Gateway (6.1%) however this is the fifth year of productivity growth for Medway.

In 2015 GVA per head for Medway at £17,338 stood at 68.4% of the UK level; despite Medway's continued growth in the 'per head' figure this is down from a 2013 peak of 69.5% due to larger national growth rising more quickly than Medway.

Gross value added - per head of population

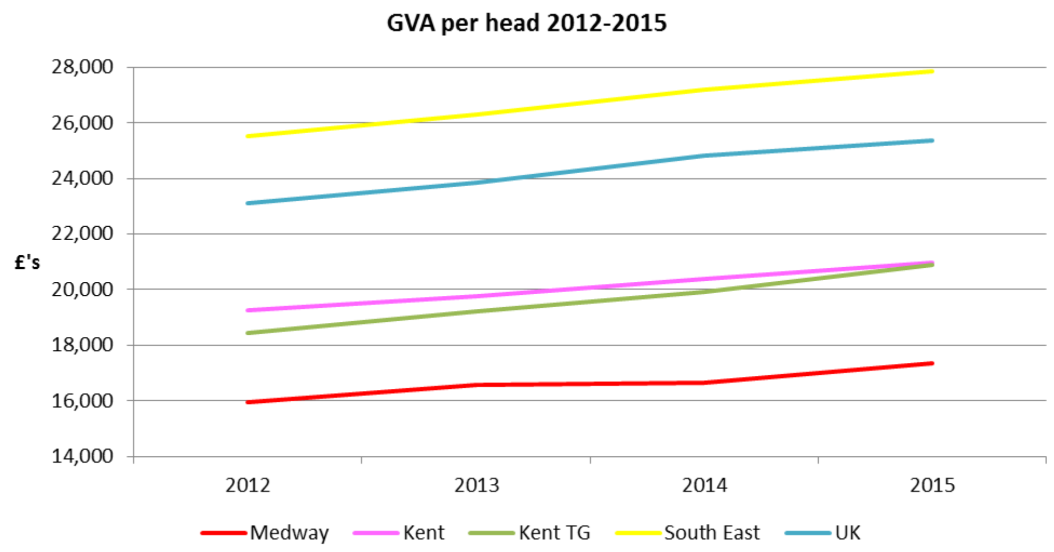
	2012	2013	2014	2015
Medway	**15,946**	**16,570**	**16,655**	**17,338**
Kent	19,267	19,774	20,380	20,977
Kent TG*	18,422	19,200	19,918	20,878
South East	25,509	26,287	27,214	27,847
UK#	23,101	23,838	24,833	25,351

Gross value added - per head of population - indices

	2012	2013	2014	2015
Medway	**69.0**	**69.5**	**67.1**	**68.4**
Kent	83.4	82.9	82.1	82.7
Kent TG*	79.7	80.5	80.2	82.4
South East	110.4	110.3	109.6	109.8
UK#	100	100	100	100

**Kent Thames Gateway.*

#The GVA for Extra-Regio for UK comprises compensation of employees and gross operating surplus which cannot be assigned to regions.



For further information on GVA follow links:

http://www.medway.gov.uk/pdf/GVA%202015.pdf

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

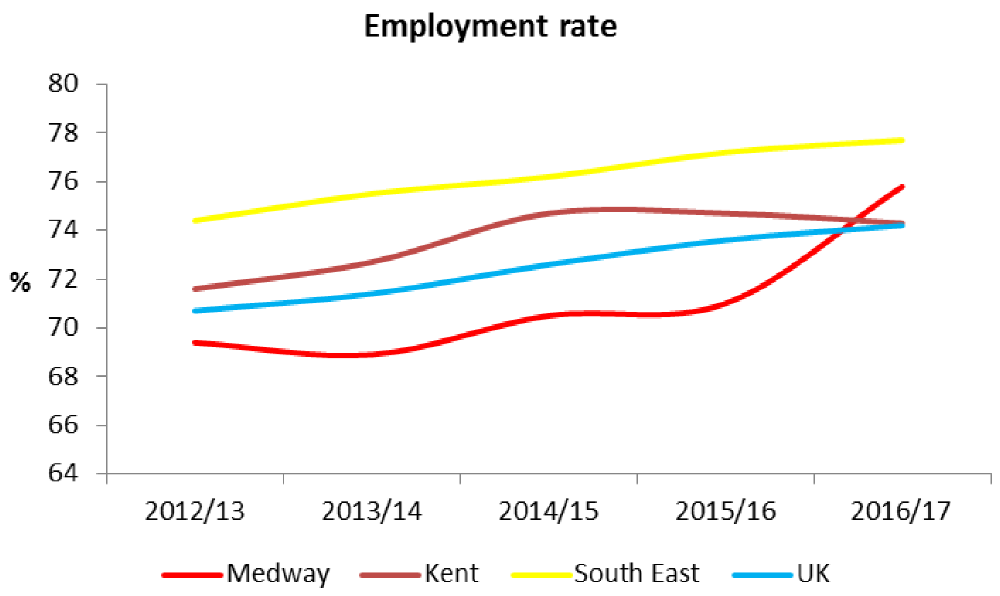
Employment

In 2017 the employment rate in Medway rose for the third year, standing at 75.8%. For the first time in nine years the Medway employment rate stands above the national level (74.2%). This is the largest increase in the employment rate in the last thirteen years, with an extra 8,700 Medway residents in employment.

This is a resident based measure so will be picking up on job availability in areas that are commutable from Medway. However the local job growth trend has been upwards, with a 5.7% increase in jobs in Medway in 2016, against a 1.9% increase nationally.

Employment rate

	2012/13	2013/14	2014/15	2015/16	2016/17
Medway	**69.4**	**68.9**	**70.5**	**71.0**	**75.8**
Kent	71.6	72.7	74.7	74.7	74.3
South East	74.4	75.5	76.2	77.2	77.7
UK	70.7	71.4	72.6	73.6	74.2



Sources:
Data:
https://www.nomisweb.co.uk/reports/lmp/la/1946157282/report.aspx?town=medway#tabempunemp

Method:
https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/qmis/annualpopulationsurveyapsqmi

Jobs:
https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/businessregisterandemploymentsurveybresprovisionalresults/provisionalresults2016revisedresults2015

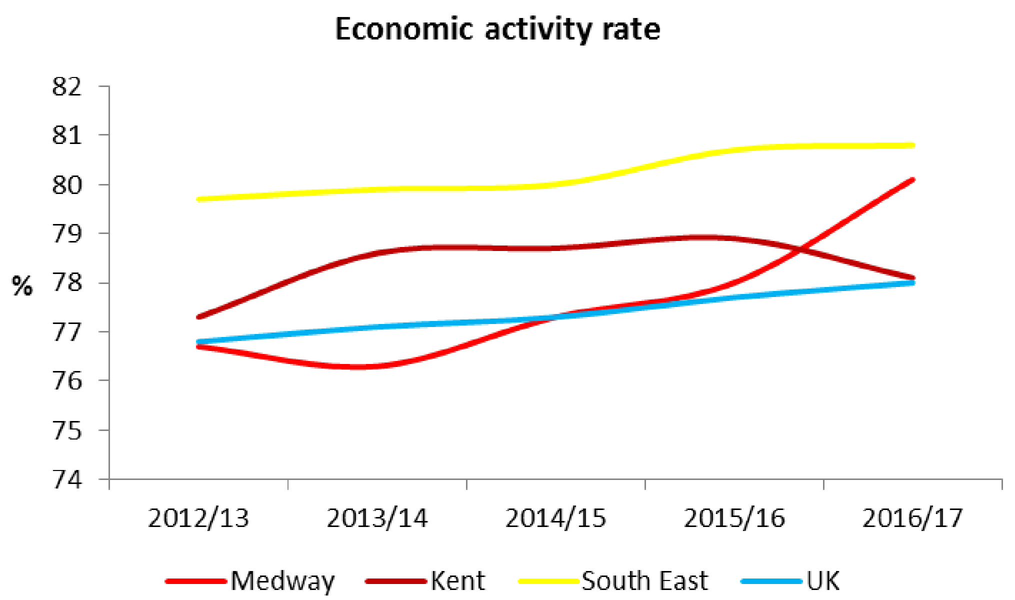
Economic activity

The economic activity level in Medway stood at 80.1% in 2017.

The economic activity rate in Medway has increased for the third year running and has continued to stand above the national rate.

Economic activity rate

	2012/13	2013/14	2014/15	2015/16	2016/17
Medway	**76.7**	**76.3**	**77.3**	**78.0**	**80.1**
Kent	77.3	78.6	78.7	78.9	78.1
South East	79.4	79.9	80.0	80.7	80.8
UK	76.8	77.1	77.3	77.7	78.0



The River Medway - Port cargo traffic

Medway built up around the river and its estuary, and its history and industries reflect these links. Although some traditional industries have declined, there are still a number of marine based businesses active in Medway.

The docks and wharves around Medway support local businesses and provide a strategic role for the movement of goods and materials. This includes the importation of aggregates that support the construction industry. London Thamesport on the Isle of Grain can handle a variety of deep and shallow-drafted vessels; other ports in Medway include the Scotline Terminal on the Medway City Estate and the National Grid's Liquefied Natural Gas Importation terminal at Grain.

Data is published for Medway Ports that include Chatham Docks and the port of Sheerness, both managed by Peel Ports. Medway Ports are part of the 51 active major ports network in the UK that handle around 98% of all traffic. Together these are ranked as the **13th** busiest of UK major ports – with the cargo handled representing just under 2% of UK cargo handled at major ports.

Medway Ports handle just over a quarter of 'forestry products' handled by major UK ports - the most handled by any port in the UK. This type of cargo represents just over 17% of the cargo for the Medway Ports.

While freight handled by all UK major ports declined further in 2016 (-2.67%), in the Medway Ports cargo tonnage continued to rise (+0.86%), although has still not risen to the level seen in 2012.

The main cargo handled by UK ports is called 'liquid bulk' which includes liquefied gas, crude oil and other oil products. For 2016, this was also the largest cargo handled by Medway Ports at 3,104 tonnes (around a third), closely followed by 'dry bulk' at 2,825 tonnes (dry bulk includes Ores, Coal, Biomass fuels - typically in the form of wood pellets and wood chips - and other agricultural products).

Medway Port traffic cargo – tonnage (000's)

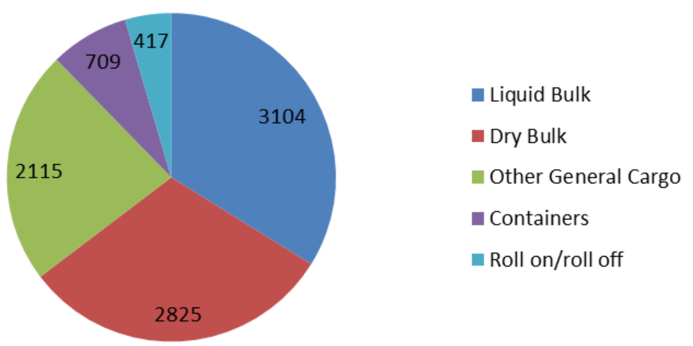
	2012	2013	2014	2015	2016
All traffic	**12,649**	**8,384**	**8,447**	**9,091**	**9,170**
Inward	10,933	7,142	7,482	7,979	8,087
Outward	1,717	1,242	965	1,112	1,084

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

	2012	2013	2014	2015	2016
All traffic	489,450	491,755	491,856	485,729	472,772

Bulk type Medway Ports – 2016			
	Tonnage (000's)	**Percent of UK major port total (where falls in top 10)**	**UK top ten ranking where applicable** (of 51)
Liquefied gas	1,525	11.4	3
Oil products	1,578		
LIQUID BULK TOTAL	**3,104**		
Ores	67		
Agricultural Products	160		
Other dry bulk	2,597	5.1	5
DRY BULK TOTAL	**2,825**		
Forestry products	1,590	29.9	1
Iron and steel products	338	4.9	9
General cargo and containers <20'	187		
OTHER GENERAL CARGO TOTAL	**2,115**		
CONTAINERS TOTAL	**709**		
ROLL ON/ROLL OFF (self propelled) Import/export of motor vehicles TOTAL	**415**		
ROLL ON/ROLL OFF (non self propelled) TOTAL	**2**		
TOTAL TRAFFIC	**9,170**		

Bulk Type - tonnage(000,s)



Source: DfT Port Freight Statistics

Further information available at:
https://www.gov.uk/government/statistics/port-freight-statistics-2016-final-figures

Retail and Town Centres

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

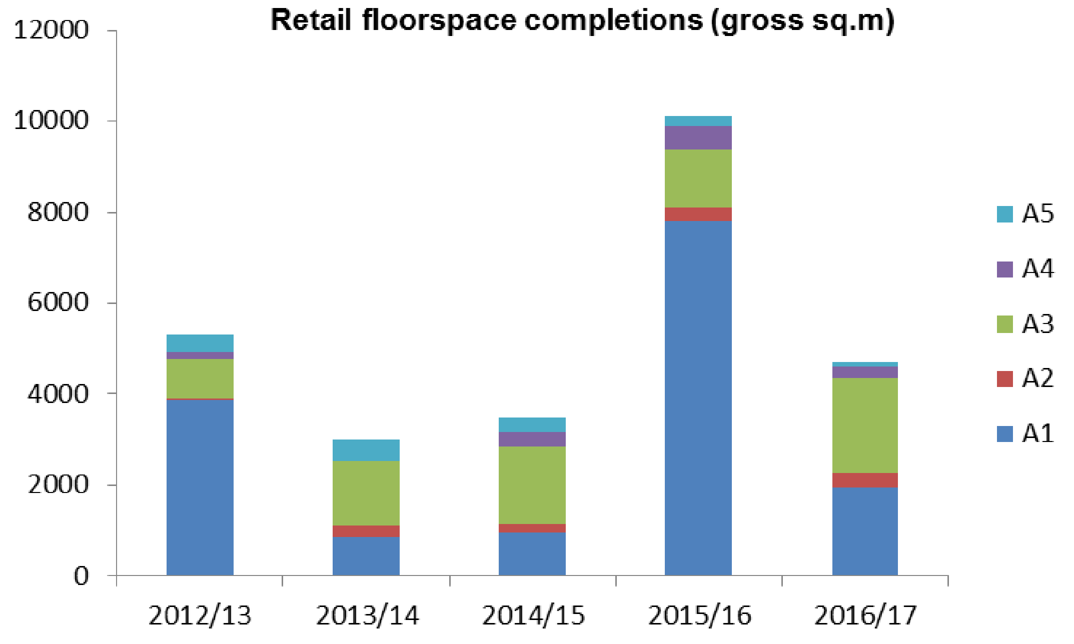
Gross completions A1-A5

The gain of new retail floor space continues; the largest amount of new floor space was delivered from the expansion of Hempstead Valley (TK Maxx).

Town Centre (TC) and non Town Centre gross retail floor space completions sq.m

		2012/13	2013/14	2014/15	2015/16	2016/17
A1	TC	1,815	210	259	68	227
	Non TC	2,042	642	704	7,756	1,728
	Total	**3,857**	**852**	**963**	**7,824**	**1,955**
A2	TC	0	276	167	245	202
	Non TC	60	0	31	34	103
	Total	**60**	**276**	**198**	**279**	**305**
A3	TC	470	161	644	1,141	671
	Non TC	393	1,232	1,032	123	1,434
	Total	**863**	**1,393**	**1,676**	**1,264**	**2105**
A4	TC	13	0	78	273	107
	Non TC	136	0	254	252	119
	Total	**149**	**0**	**332**	**525**	**226**
A5	TC	25	0	147	0	36
	Non TC	370	493	174	234	67
	Total	**395**	**493**	**321**	**234**	**103**
A1-A5	TC	2,323	647	1,295	1,727	1,243
	Non TC	3,001	2,367	2,195	8,399	3,451
	Total	**5,324**	**3,014**	**3,490**	**10,126**	**4,694**

The Venue, Hempstead Valley Shopping Centre Extension



Net completions in town centres

Despite the increases seen in new retail floor space provision in town centres there was a net loss in A1, A4 and A5 uses. Whilst many changes are due to premises swapping to other town centre uses, the most frequent losses have been to residential use.

Town centre development – 2016/17

Use	Losses (sq.m)	Gains (sq.m)	Net change (sq.m)
A1	-957	227	-730
A2	0	202	202
A3	-256	671	415
A4	-432	107	-325
A5	-143	36	-107
D1	-270	363	93
D2	0	481	481
Total	**-2058**	**2087**	**29**

Natural and Built Environment

Changes in areas of biodiversity importance

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

There are sixteen wildlife sites within Medway monitored under this measure – of these sixteen; twelve were assessed as having positive management in 2016/17.

These sites are designated by the Kent Wildlife Trust for their local nature conservation value, either for wildlife or geology. Sites in positive conservation management are defined as those sites that are being managed in order to conserve their nature conservation interest.

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

In 2015-16, 48% of Local Sites across England were in positive conservation management. This is an increase of 16 percentage points in the proportion of sites in positive management since 2008-09 when the data was first collected. In Medway, 75% of local wildlife sites were in positive management.

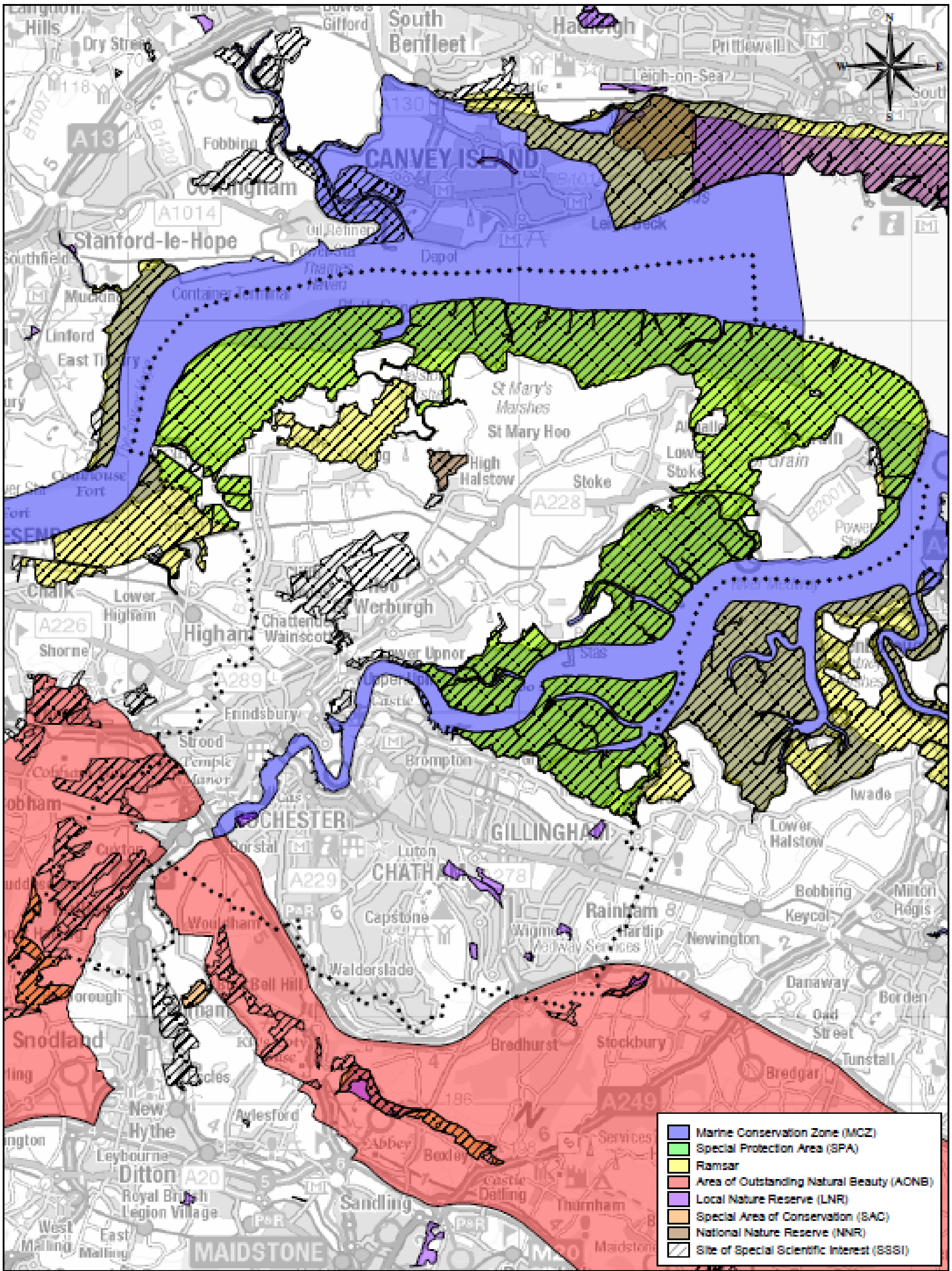
Local sites where positive conservation management has/is being implemented in Medway 2016/17	
Proportion	75%
Number	12 of 16

*National figures not available for 2016/17.

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

LWS Ref	LWS area (ha)	area advised / managed (ha)	% in management	In management for SDL 160	Comments
ME04 Darland Banks and Adjacent Woodland	78.58	53.42	68%	in	On track. The chalk grassland compartments are actively grazed and scrub controlled. This supports important Man Orchid populations. The woodland management focus is on accessibility and paths and gates are maintained.
ME05 Great Lines, Gillingham	29.60	28.22	95%	in	On track. Managed by Medway Norse and volunteers, the grassland areas are positively managed for breeding birds such as Skylark and Red Star Thistle.
ME06 Luton Banks, Chatham	69.20	47.05	68%	in	Improving. Grounds maintenance has improved the site's mowing regime and the sward condition has improved.
ME07 River Medway between Cuxton and Temple Marsh	94.04	14.44	15%	in	Small proportion but a lot of the area is river surface and no change since last time.
ME08 Cuxton Woods	3.65	2.25	62%	in	Ancient woodland receiving positive management.
ME10 South Hill and Houlder Quarries	10.83	0.11	1%	not in	
ME11 Hook Wood, Walderslade	14.19	1.42	10%	in	Ancient woodland coppice receiving minimal.
ME16 Grain Pit	29.56	5.01	17%	not in	Not enough in management yet to count
ME17 Cuxton No. 3 Pit, Strood	7.53	0.00	0%	not in	
ME18 Chalk Bank, Princes Avenue, Walderslade	2.16	2.14	99%	in	Positive manage led by KWT reserve retaining open grassland character and managing access.
ME19 Berengrave Pit, Rainham	9.46	9.46	100%	in	Management has centred on safe access and maintaining the site's wetland flushes. Boardwalk is nearing the end of its life.
ME20 South Wood, Capstone Valley, Gillingham	13.27	6.59	50%	in	On track. Woodland and access management continues.
MA67 Walderslade Woods	38.52	38.52	100%	in	On track. KWT management plan & more recent advice from MVCP
SW43 Yaugher Woods	22.85	0.03	0%	not in	
TM03 River Medway and Marshes, Wouldham	195.90	72.52	37%	in	On track. Small proportion but a lot of site area is river surface and no change since last time.
TM09 Bridge Woods, Burham	167.08	54.86	33%	in	On track. Woodland site so a third is enough
				12 out of 16 75%	No. of sites in management according to SDL160

Environmental Designations in Medway



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Green flag awards

The winners of the Green Flag award are announced each year in July during 'Love Parks' week. In 2016/17 six of the seven sites retained the Green Flag award.

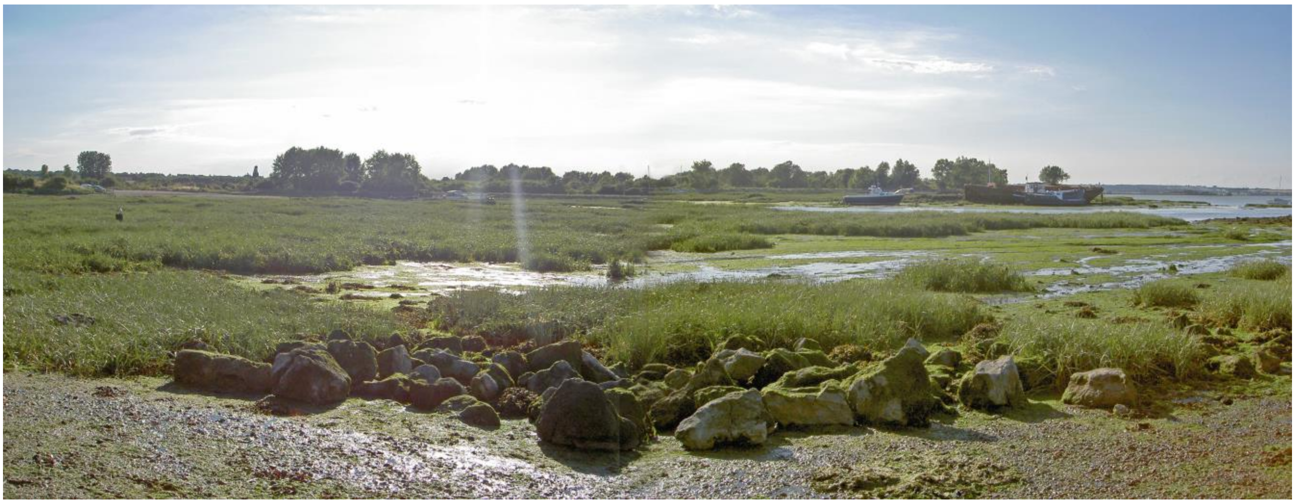
Green flag sites – year awarded		
July 2012	5	Over the years the sites have included:- The Vines, Riverside CP, Hillyfields, Capstone Farm CP, Broomhill Park Great Lines Heritage Park and Gillingham Park
July 2013	7	
July 2014	7	
July 2015	7	
July 2016	6	

A Green Flag Award is the benchmark of a quality park or green space. They are judged by more than 700 green space experts, who volunteer their time to visit applicant sites and assess them against eight strict criteria, including horticultural standards, cleanliness, sustainability and community involvement.

During the winter of 16/17 Greenspace Development team will be investing in Gillingham Park to secure its Green Flag Award in 17/18.

Source:

http://www.keepbritaintidy.org/greenflagwinners2016/2613



Riverside Country Park, Rainham

Air Quality

Clean air is important for our health and for the environment. Urban air pollution has a long history and in the past has generally been caused by industrial and domestic sources. Today, the biggest source of air pollution in the UK is from road traffic and this is the case in Medway.

The assessment of local air quality has shown that in Medway levels of nitrogen dioxide (NO_2) are above the health-based objectives set out by the Government. Therefore, Medway Council declared three Air Quality Management Areas (AQMAs) in 2010:

- Central Medway;
- High Street, Rainham;
- Pier Road, Gillingham.

In 2017/18, Four Elms Hill will also be designated as an Air Quality Management Area.

The Air Quality Action Plan outlines a number of measures aimed at improving local air quality by reducing levels of nitrogen dioxide to acceptable levels.

More information can be found at:

http://www.medway.gov.uk/crimenuisanceandsafety/rubbishpollutionnuisance/airandsmells/medwayairqualityaction.aspx

Built Environment - Heritage at Risk

Historic England compiles an annual Heritage at Risk register which identifies Grade I and Grade II* Listed Buildings, Scheduled Monuments and Conservation Areas which are at risk from neglect. There are a number of conditions for each type of designation to be included onto the Register:

- **Vacant Listed Buildings:** In very bad, poor or fair condition.
- **Occupied Listed Buildings:** In very bad or poor condition.
- **Scheduled Monuments:** Depends on their condition, vulnerability, trend of their condition and their likely future vulnerability.
- **Conservation Areas:** Those that are deteriorating or in very bad condition and are not expected to change significantly in the next 3 years.


Upnor Castle

Currently Medway has 16 entries on the Heritage at Risk register; including 8 Scheduled Monuments, 6 Listed Buildings and 4 Conservation Areas. This number of entries is significantly higher than most of the other Kent local authorities, with a number of the entries comprising more than one building or site per entry.

After a peak of 18 entries on the register in 2015, the number has reduced through work with the owners to undertake repairs and improvements. Other sites, such as Fort Amherst have recently benefitted from Heritage Lottery Funding to help undertake a number of improvements and essential repairs.

Nationally, 3.8% of Grade I and Grade II* Listed Buildings (excluding Places of Worship) are currently on the Heritage at Risk register, this compares to 4.7% in Medway. Of the 24 Conservation Areas in Medway, 4 are included on the register; equating to 16.7%, which compares to just 6% nationally.

The National List of Buildings of Special Architectural or Historic Importance

The most recent national data available from Historic England indicates that Medway has 715 entries in the national list of buildings of special architectural or historic importance. These can be broken down as follows:

- 48 Grade I Listed Buildings
- 78 Grade II* Listed Buildings
- 510 Grade II Listed Buildings
- 76 Scheduled Monuments
- 2 Historic Parks and Gardens
- 1 Certificate of Immunity

2016 saw a further 6 entries added to the National List of Buildings of Special Architectural or Historic Importance, including the Second World War QF P-series oil bombing decoy site, a rare near-complete and well preserved example constructed between 1940 and 1941 to deflect bombing raids from extensive oil storage depots during the Second World War.

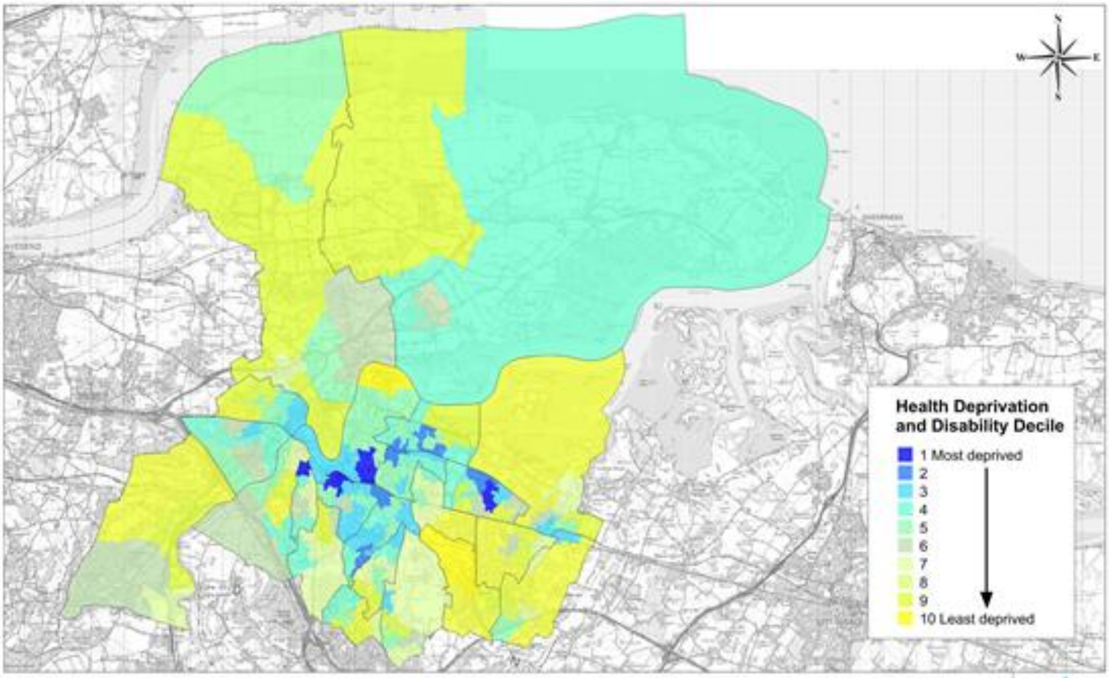
Health and Communities

Health Deprivation

Health deprivation in the 2015 Index of Deprivation related to the risk of premature death and the impairment of quality of life through poor physical or mental health.

Medway is ranked in the 43% most deprived local authorities in England for health and disability - this is better than Medway's overall position for multiple deprivation across all measures, which is rated as being in the 37% most deprived Local Authorities in England. However this underplays the significant inequalities in health seen across Medway, and that life expectancy is below the national average.

Medway has twelve neighbourhoods ranked in the 20% most health deprived areas nationally and within those four are ranked in the 10% most deprived. Three fewer neighbourhoods are in the most deprived 20% compared to the 2010 index.



Health Deprivation and Disability Decile (where 1 is most deprived 10% of LSOAs)

Life expectancy

Life expectancy represents the average number of years a person would expect to live based on contemporary mortality rates.

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

In Medway for the period 2013-15 life expectancy has fallen again marginally. It is consistently lower than the average age for England.

Medway life expectancy
Years

	2009-2011	2010-12	2011-13	2012-14	2013-15
Male	78.2	78.5	78.8	78.7	78.4
Female	82.1	82.2	83.1	82.2	82.0

From: Business Intelligence Statistical Bulletin December 2016 KCC
www.kent.gov.uk/research

England authority average life expectancy
Years

	2009-2011	2010-12	2011-13	2012-14	2013-15
Male	78.9	79.2	79.4	79.5	79.5
Female	82.9	83.0	83.1	83.2	83.1

Source: Office for National Statistics (ONS),© Crown Copyright

Ward Data

The 2012-16 data shows that within Medway there is a general upward trend. There is great variation in life expectancy at ward level – central parts of Medway around the town centres record the lowest life expectancy – most notably for men Chatham Central, River, Luton & Wayfield and Gillingham North. For women Chatham Central, Watling and Gillingham South.

Average life expectancy 2012 to 2016 – wards

	Male	Female
Chatham Central	76.1	79.7
Cuxton and Halling	83.4	86.5
Gillingham North	76.4	81.3
Gillingham South	77.0	80.2
Hempstead and Wigmore	83.5	84.7
Lordswood and Capstone	80.6	83.9
Luton and Wayfield	75.2	81.0
Peninsula	77.2	82.3
Princes Park	79.0	82.6
Rainham Central	82.1	85.5
Rainham North	78.8	84.3
Rainham South	79.5	83.8
River	75.0	82.1
Rochester East	77.9	83.2
Rochester South and Horsted	78.2	81.7
Rochester West	78.2	82.0
Strood North	78.7	81.4
Strood Rural	79.4	83.3
Strood South	78.7	82.7
Twydall	78.5	82.0
Walderslade	79.4	84.7
Watling	77.9	79.2
Medway	**78.4**	**82.2**

Source: Medway life expectancy Public Health Profile 2016, – Public Health England © Crown Copyright.

https://fingertips.phe.org.uk/profile/health-profiles

Life expectancy at ward level supplied by the Public Health Team

See glossary for 'life expectancy' definition.

Mortality

The death rate in Medway as measured by the standardised mortality ratio stands above the national level. While the death rate in Medway decreased significantly in 2016, it remains higher than the South East.

The female death rate dropped significantly in 2016 and now stands at its lowest level for five years. While the male death rate has also dropped, this has been to a lesser degree with the male death rate standing considerably higher than the female rate.

It should be noted that the trend in female death rate has been quite erratic over the past five years, the decrease over the past two years is compensating for the sizeable increase in 2014. As a result the 2016 rate stands just below the level in 2013.

The majority of deaths in England and Wales in 2016 were contributed to three main causes: cancers (neoplasms), circulatory diseases and respiratory.

Standardised mortality ratio

	2012	2013	2014	2015	2016
Medway	**109**	**104**	**112**	**111**	**103**
Kent	95	96	97	97	98
South East	93	93	93	92	92
Eng/Wales	100	100	100	100	100

Medway - Standardised mortality ratio by gender

	2012	2013	2014	2015	**2016**
Male	110	104	109	112	**108**
Female	108	103	116	110	**99**

Source: Mortality data from Death Registrations Summary Statistics 2016, (Office for National Statistics (ONS)) © Crown copyright 2017.

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

http://www.medwayjsna.info/

Hot food takeaway guidance

With an estimated 30% of adults, and over 20% of children classified as obese, this can lead to serious health issues for our local population. Obesity rates are higher in Medway, and the council has set ambitions to improve the health and associated life chances of local people.

In order to promote a healthier built environment, in February 2014 Medway Council issued a Hot Food Takeaway Guidance Note. The purpose of this was to control hot food takeaways in the area, to help reduce obesity particularly among children, create a healthier environment, more vibrancy in town centres and to assist the creation of a more diverse offer in retail areas. This is part of a wider programme to tackle obesity in Medway, and improve health and well being.

The guidance supports a 400m buffer around schools and the restriction on hours of operation.

The aim is to reduce the concentration and clustering of hot food takeaway in core retail areas/town centres and reduce the prevalence of takeaways to prevent proliferation.

The proposals apply to new hot food takeaways seeking planning permission after adoption of the guidance.

Use of guidance:

The planning guidance note has been used in nine applications during 2016/17.

The majority of applications received in this last year have been for a change of use to A5 (hot food takeaway).

The following table shows the number of applications relating to hot food takeaways that were received during the year (9 applications):

Application theme - 2014/16 - 2016/17

	New takeaway	Change of use	To extend hours	Other	Total number of applications
2014-16	3 (27%)	5 (46%)	2 (18%)	1 (9%)	11
2016-17	**0**	**8 (89%)**	**1 (11%)**	**0**	**9**

This table shows the number of applications relating to hot food takeaways that were decided within the year (6 applications). The remaining 3 will be decided in the year 2017/18.

Application outcome - 2014/16 - 2016/17

	Approved	Approved with conditions	Refused	Total number of applications
2014-16	3 (27%)	5 (45%)	3 (27%)	11
2016-17	**2 (33%)**	**1 (17%)**	**3 (50%)**	**6**

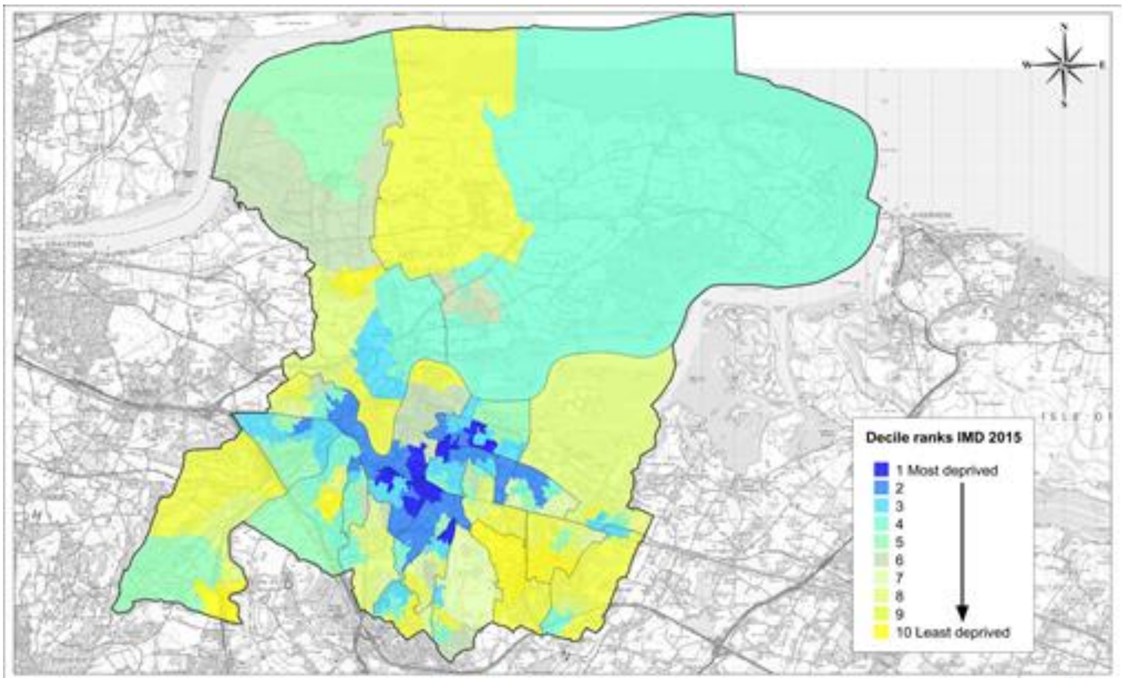
Multiple Deprivation

The council has recognised that there are parts of Medway in need of regeneration and investment, opening up opportunities for development and improving life chances for residents. There is an established regeneration agenda that is delivering new homes, jobs, infrastructure, learning and community facilities in Medway. However there are still issues to address.

The latest Index of Multiple Deprivation was published in 2015, and the conclusions reported in the 2016 AMR. Marked inequalities continue in parts of Medway, with a relative worsening of the conditions experienced in particular areas, such as crime, child poverty and income levels.

Medway deprivation trend

	IMD 2015	IMD 2010	IMD 2007
Medway ranking	118/326	132/325	139/325
Percentile	Within 37% most deprived LAs nationally	Within 41% most deprived LAs nationally	Within 43% most deprived LAs nationally



IMD 2015 decile ranks (where 1 is most deprived 10% of LSOAs)

Deprivation by domain – ID 2015 and 2010

Medway Local Authority ranking

Number of neighbourhoods in most deprived 10% / 20%

	2015			2010		Change (*Blue –worse + Green – better -*)	
	LA Rank /326	10% most deprived	20% most deprived	10% most deprived	20% most deprived	10% most deprived	20% most deprived
Multiple deprivation	**118**	**12**	**32**	**8**	**23**	**+4**	**+9**
Income	102	10	29	6	24	+4	+5
Employment	107	9	32	7	24	+2	+8
Health & disability	140	4	12	4	15	+1	-3
Education skills & training	86	16	43	12	45	+4	-2
Barriers to housing & services	240	3	10	7	10	-4	-
Crime	86	30	51	22	36	+8	+15
Living environment	126	17	36	21	42	-4	-6
Child poverty	90	12	36	8	26	+4	+10
Elderly poverty	133	5	17	6	19	-1	-2

Infrastructure
Education

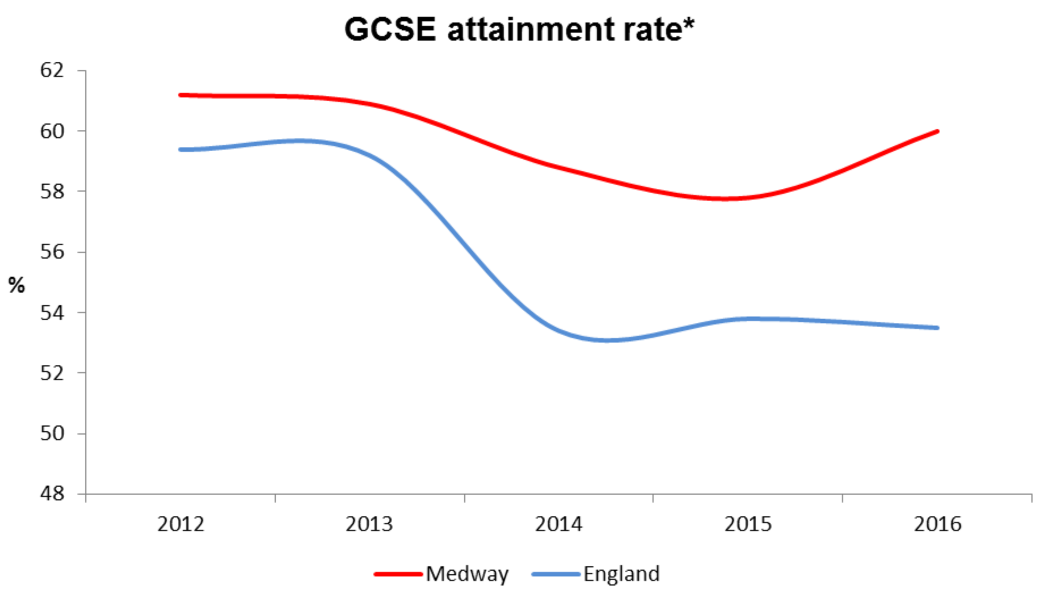
GCSE attainment rate

The GCSE pass rate (including English and Maths) in Medway increased in 2016 to 60%, a steady gain from a similar level in 2013.

The gap between Medway and the national rate has significantly increased, with Medway now having 6.5% more pupils achieving grades A-C (including English and Maths) than England (at 53.5%).

Percent GCSE attainment rate*

	2012	2013	2014	2015	2016
Medway	**61.2**	**60.9**	**58.8**	**57.8**	**60.0**
England[1]	59.4	59.2	53.4	53.8	53.5



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

Source: https://www.gov.uk/government/statistics/revised-gcse-and-equivalent-results-in-england-2015-to-2016 Main local authority tables: SFR03/2017 Table LA6

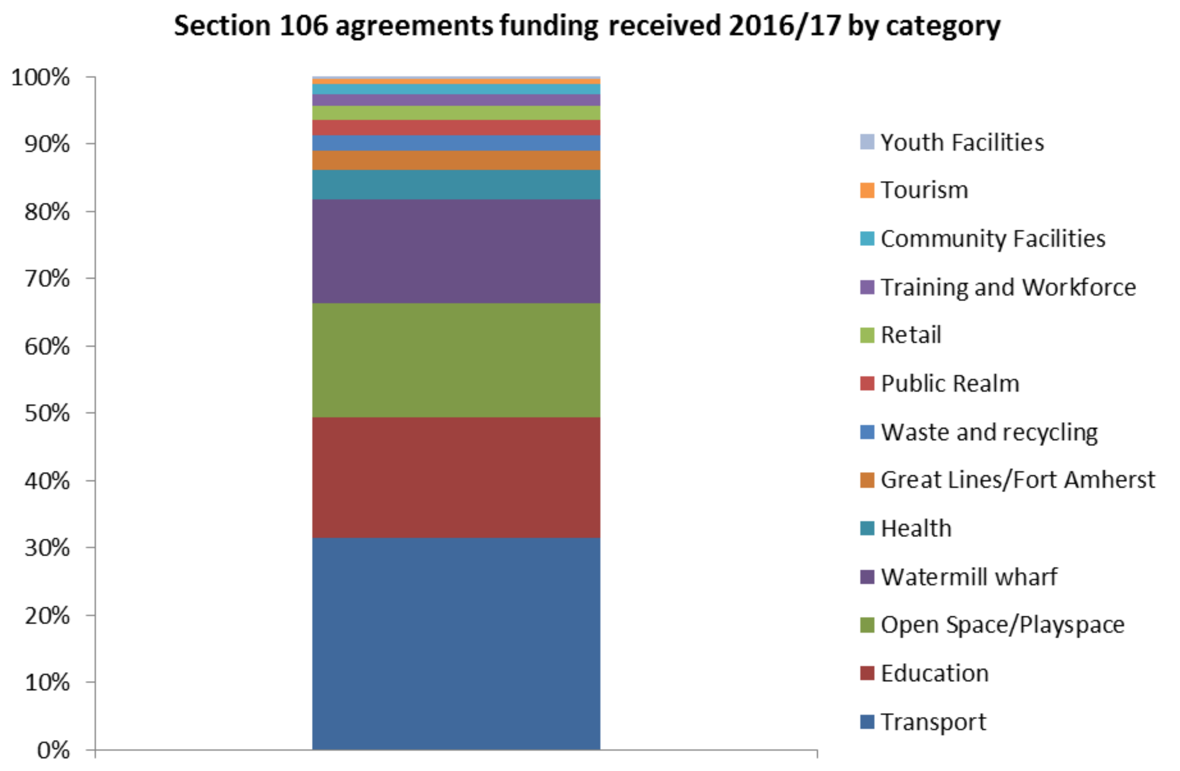
[1] Local authority, region and the total (state-funded sector) figures cover achievements in state-funded schools only. They do not include pupils recently arrived from overseas and so will not match with state-funded figures in the main tables. The 'England' line above includes all pupils from state-funded schools, independent schools, independent special schools, non-maintained special schools, hospital schools, pupil referral units and alternative provision. Alternative provision includes academy and free school alternative provision.

Infrastructure
Developer Contributions

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

In 2016/17 funding received through Section 106 agreements amounted to just over £779,000. Approximately 82% of the total funding went towards transport, education, open/playspace and Watermill Wharf. The £120,000 funding for Watermill Wharf was to fund the Strood Innovation Studios, a purpose-built space for start-up and burgeoning micro-firms that are likely to be in creative digital and technology sectors.

Section 106 Agreements 2016/17	
Amount of Funding Received during the year	£779,676.30



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

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

Developer contributions are required for developments of 10 or more residential units and certain other forms of development. They also include a clause stating the deadline for expenditure of contributions. From 1 April 2017 new S106 agreements will usually specify a 5 year deadline for spend. Prior to this date a 10 year deadline was the norm but individual contributions can vary.

A further unilateral undertaking of £223.58 per dwelling is required for any housing development within 6km of a protected site, in relation to the recreational disturbance that would be caused to the bird population (habitat regulations). For the period 1st April 2016 to 31 March 2017 a total of £39,126.42 was received. There is no deadline for the expenditure of these payments.

In 2017/18, the Developer Contributions guide will be refreshed and a new version published. For more information, please visit Medway's Developer Contributions webpage:

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

Infrastructure
Use of outdoor space

Natural England's Monitor of Engagement with the Natural Environment (MENE) survey provides trend data on how people use the natural environment in England. This includes visiting the countryside, enjoying green spaces in towns and cities, watching wildlife and volunteering to help protect the natural environment.

The survey covers all aspects of visits to the natural environment includes the type of destination, the duration of the visit, mode of transport, distance travelled, expenditure, main activities and motivations and barriers to visiting.

Utilisation of outdoor space for exercise/health reasons:
Proportion (%) of residents taking a visit to the natural environment for health or exercise purposes

	2012 - 13	2013 - 14	2014- 15	2015-16	Percentage point change 2013-16
Medway	**7.0**	**8.1**	**12.6**	**17.2**	**10.2**
Kent	10.7	12.1	18.4	18.7	8.0
South East	15.0	18.0	20.1	18.2	3.2
England	15.3	17.1	17.9	17.9	2.6

A joint Greenspace Development and Public Health working group meets to monitor and respond to the MENE findings and trends. Actions have included delivering a series of free Park Sport events at some open spaces.

Supporting Healthy Weight – Medway Health Walks
Seventy five leaders guided 2,128 people on walks covering 45,474 miles – the equivalent of walking to New Zealand and back twice. The walks are free, slow paced and take place across Medway's open spaces and public rights of way.

840,000 people visited Medway's two country parks.

Source:

Public Health Profiles Public Health England
http://fingertips.phe.org.uk/search/outdoor%20space%20exercise#page/0/gid/1/pat/6/par/E12000008/ati/102/are/E06000035

Transport

As a transport authority, Medway Council is responsible for the local highway network, public rights of way and other transport related infrastructure. This includes 840 km of adopted highway and 293 km of public rights of way, plus the Medway Tunnel.

Local Transport Plan

Medway's third Local Transport Plan (LTP) provides the transport strategy for the period 2011 to 2026. The LTP contains five priorities, with key actions for the Council and partners under each priority:

1. Regeneration, economic competitiveness and growth
2. The natural environment
3. Connectivity
4. Equality of opportunity
5. Safety, security and public health

Local Enterprise Partnership Funding
As outlined within the Development and Regeneration section, Medway has successful secured funding for various local projects. Updates on the transport projects are set out below:

A289 Four Elms roundabout to Medway Tunnel journey time and network improvements:
This project will deliver highway capacity improvements in order to provide journey time savings and reduced congestion. Design work is ongoing.

Medway City Estate connectivity improvement measures
This project will deliver an integrated package of infrastructure measures aimed at addressing the existing barriers to movement to and from and within the Medway City Estate. Phase 1 of the project focusing on improving vehicular egress from Medway City Estate is now complete. Phase 2 of the project will focus on improving connectivity to the site for sustainable modes of travel. Initial work on phase 2 will commence in late 2017/18.

Strood town centre journey time and accessibility enhancements
The Strood town centre project will deliver journey time and accessibility enhancements to the town centre including changes to the highway and improved public realm. Design work is ongoing and it is anticipated that work will begin on site in early 2018.

Medway Cycling Action Plan
The Medway Cycling Action Plan document was completed in April 2016. Work is ongoing to implement a number of measures designed to improve access to cycling in the Medway area and to improve upon and expand existing cycle facilities. The document can be viewed here:
http://www.medway.gov.uk/leisurecultureandsport/cycling.aspx

Estimated traffic flows for cars and all vehicle types

Medway continues to see a lower rate of growth in car usage over vehicle usage.

Over the longer term car and vehicle journeys in Medway has grown at a higher rate in comparison to Kent and the South East and England.

Medway has seen the same rate of growth in vehicle flows over the past year as regional and national levels.

Car Traffic – Million miles

	2012	2013	2014	2015	2016	Percent change 2012-16	Percent change 2015-16
Medway	**674**	**690**	**703**	**705**	**717**	**6.4**	**1.7**
Kent	6,942	6,850	6,946	7,097	7,224	4.1	1.8
South East	41,650	41,399	42,198	43,025	43,856	5.3	1.9
England	205,994	205,599	209,815	212,197	216,415	5.1	2.0

Motor Vehicle Traffic – Million miles

	2012	2013	2014	2015	2016	Percent change 2012-16	Percent change 2015-16
Medway	**835**	**853**	**874**	**882**	**901**	**7.9**	**2.2**
Kent	8,890	8,806	8,996	9,254	9,455	6.4	2.2
South East	51,561	51,476	52,792	54,082	55,276	7.2	2.2
England	259,144	259,891	266,660	271,092	276,992	6.9	2.2

This is a measure of the level of usage of roads in Medway, rather than a reflection of vehicle ownership amongst Medway residents.

Source: DfT transport statistics

https://www.gov.uk/government/collections/road-traffic-statistics#publications-2016

Passenger journeys on local bus services

In 2015/16 8.8 million bus passenger journeys were made in Medway.

Medway has seen a slight drop in bus usage over the past four years, in a period in which regionally and nationally there was growth. However Kent has seen the biggest fall in passenger journeys.

Passenger journeys on local bus services - millions					
	2012/13	**2013/14**	**2014/15**	**2015/16**	**Percent change 2013-16**
Medway	**9.0**	**8.9**	**8.9**	**8.8**	**-2.2**
Kent	60.3	62.2	57.7	55.6	-7.8
South East	345.6	355.3	355.3	353.1	2.2
England	4,587.4	4,671.0	4,648.4	5,529.6	20.5

Source: DfT transport statistics

https://www.gov.uk/government/collections/bus-statistics

Railway Stations

Medway has seven train stations within its bounds, making it a popular choice to live for commuters.

Cuxton and Halling are on the Medway Valley line that runs north to south and linking to Strood station for onward commuters to London.

Rainham, Gillingham, Chatham and Rochester run east to west on the same line linking the Kent coast to London. These are the busiest trains and take the bulk of passengers during the early morning and evening rush hours to and from the capital.

Passenger usage per annum				
Station Name	**2012-13**	**2013-14**	**2014-15**	**2015-16**
Chatham	2,742,960	2,699,480	2,696,730	2,767,892
Cuxton	45,140	39,854	41,578	40,808
Gillingham	2,408,408	2,439,280	2,540,188	2,629,244
Halling	45,124	48,070	55,240	58,710
Rainham	1,693,230	1,715,959	1,722,010	1,775,560
Rochester	1,161,712	1,240,794	1,304,746	1,385,260
Strood	1,110,912	1,098,676	1,182,148	1,197,602

Since the 2015-16 data was published Rochester Station has been relocated; with the high speed trains running through Medway, this could have a big impact, with passenger numbers likely continue to rise over the coming years.

Source:
http://orr.gov.uk/statistics/published-stats/station-usage-estimates

Minerals, Waste and Energy

Minerals

Information on Minerals in Medway can be found in Volume 3:

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

Waste

As a Waste Planning Authority, Medway has a responsibility to ensure that the need for waste management facilities is considered alongside other spatial planning concerns, recognising the positive contribution that waste management can bring to the development of sustainable communities.

Medway currently benefits from a range of waste management facilities that assist in the delivery of sustainable development. The following information on Medway's waste management is taken from the Environment Agency Waste Data Interrogators:

Waste received (tonnes)		
	2015	**2016**
Hazardous	25,829.96	15,855.07
Household, Industrial and Commercial	361,094.56	448,289.47
Construction, Demolition and Excavation	131,525.69	107,605.81
Total	**518,450.21**	**571,750.35**

Waste removed (tonnes)		
	2015	**2016**
Hazardous	25,007.36	8,353.13
Household, Industrial and Commercial	350,695.26	496,555.57
Construction, Demolition and Excavation	94,676.65	52,278.34
Total	**470,379.28**	**557,187.03**

Energy

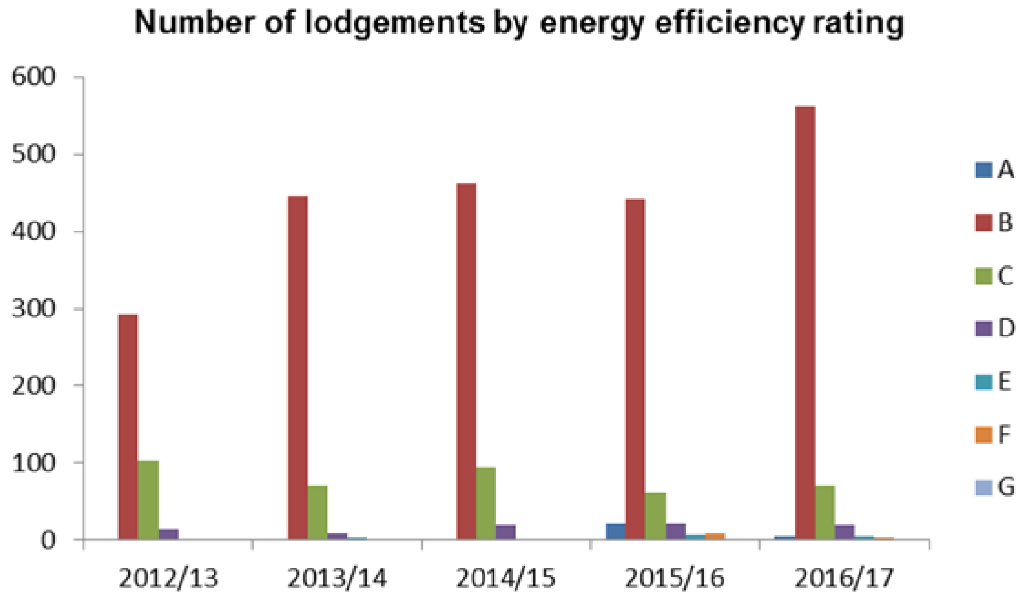
Energy Performance

A quarterly series of experimental official statistics is released by the Department for Communities and Local Government, presenting information about certificates on the energy efficiency of domestic and non-domestic buildings in England and Wales that have been constructed, sold, or let since 2008, and of larger public authority buildings recorded since 2008.

Energy Performance Certificates (EPCs)
Two types of EPCs are issued on the completion of new dwellings – Energy Efficiency (based on fuel costs) and Environmental Impact (based on CO^2 Emissions). An EPC gives a property an energy efficiency rating from A (most efficient) to G (least efficient) and is valid for 10 years.

New dwellings - Energy Efficiency (based on fuel costs)
The majority of new dwellings constructed within the last 5 years have fallen within rating B for Energy Efficiency (an average of 80% over the past 5 years). The percentage of rating B has been increasing overall whilst rating C has fallen. Ratings D, E and F have remained rather constant for the past 5 years, with averages of the percentage overall at 3%, 0.6% and 0.4% respectively. For the first two years, there were no properties completed with rating A, although for the past 3 years, this has increased to an average of 9 per year. However, the only dwelling constructed in the past 5 years with rating G was constructed this year 2016/17 (this building cannot be identified from these statistics).

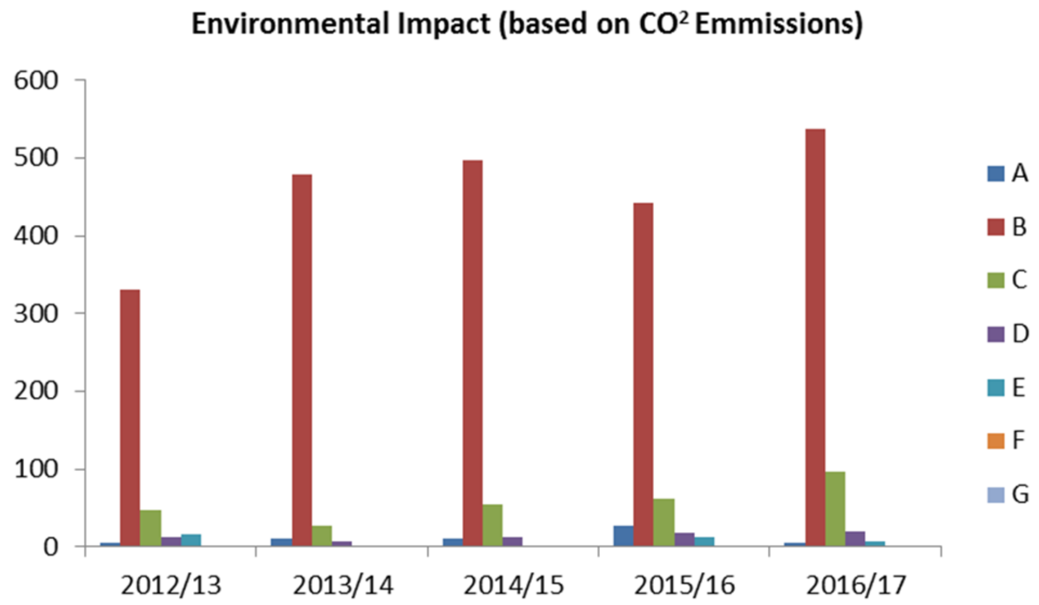
Number of lodgements by energy efficiency rating (based on fuel costs)							
Year	A%	B%	C%	D%	E%	F%	G%
2012/13	0.0	70.7	25.2	3.6	0.2	0.2	0.0
2013/14	0.0	84.4	13.3	1.7	0.6	0.0	0.0
2014/15	0.2	79.9	16.4	3.5	0.0	0.0	0.0
2015/16	3.9	78.6	10.9	3.9	1.2	1.4	0.0
2016/17	0.7	84.3	10.5	3.0	0.9	0.4	0.1
Total	**1.0**	**80.2**	**14.6**	**3.1**	**0.6**	**0.4**	**0.0**



New Dwellings - Environmental Impact (based on CO^2 Emissions)

Like the Energy Efficiency statistics, the majority of new dwellings fell within rating B, which has risen overall in the past 5 years (83.3% on average, followed by rating C with a 5 year average of 10.5%). 60 new dwellings were completed with an A rating over the past 5 years, whilst there were no G ratings at all within this time period.

New Dwellings - Environmental Impact (based on CO^2 Emissions)							
	A %	B%	C%	D%	E%	F%	G%
2012/13	1.2	79.9	11.6	2.9	4.1	0.2	0.0
2013/14	2.1	90.9	5.3	1.3	0.4	0.0	0.0
2014/15	1.9	86.2	9.3	2.2	0.3	0.0	0.0
2015/16	4.8	78.6	11.0	3.2	2.1	0.2	0.0
2016/17	0.9	80.7	14.4	2.8	1.0	0.1	0.0
Total	**2.2**	**83.3**	**10.5**	**2.5**	**1.5**	**0.1**	**0.0**



Source:

https://www.gov.uk/government/statistical-data-sets/live-tables-on-energy-performance-of-buildings-certificates

Notable developments and Medway news during the year 1st April 2016 – 31st March 2017

Strood

- Virgin Active sell their gym at Medway Valley Park to Nuffield Heath. The company run a number of private hospitals as well as fitness and wellbeing gyms.
- Strood Retail Park is undergoing a £5.2 million makeover; the work includes demolition of the B & Q store, resurfacing the car park, plus new lighting, pavements and flower beds. The redevelopment is expected to be completed in summer 2018. M & S Foodhall, B&M Bargains, Maplin and The Gym Group are expected to be the new occupiers.
- Local people had a chance to comment on plans for the future of Strood Town Centre in a bid to reduce congestion and introduce new pedestrian and cycle routes.
- Veetee Rice based on the Medway City Estate won the English Asians Business Awards.

Rochester

- The new multi storey car park opens in Rochester, providing 321 parking spaces and 18 disabled bays for long stay parking.
- Countryside Properties and Hyde Housing unveiled their £400 million blueprint for Rochester Riverside. The scheme will include over 1000 new homes, a convenience store, offices and health centre.
- A board game café that opened a short time ago got off to a great start; the most popular games are Pokémon and Master Trainer.
- The £5.7 million project to transform the crypt at Rochester Cathedral into exhibition space is finally finished.
- Medway is awarded Government funding from the Local Growth Fund of £7.2 for two regeneration projects for Rochester Airport Technology Park and the former civic centre site in Strood.
- Major refurbishment work at Eastgate House Rochester has been completed.

Chatham

- Deichmann, an international shoe store, moves into the Pentagon shopping mall, creating 12 jobs.
- At Chatham Maritime, Starbucks opens a coffee shop, and a noodle bar and burger restaurant open.
- The Ship & Trades pub reopens after a 3 month refurbishment costing £1.2 million. A glass extension has been added and the outside now has a seating area under cover, with heating. New ensuite rooms have been added on the first floor taking the hotel accommodation total to 15 rooms. The expansion has created a further 20 jobs.
- The Copper Rivet Distillery at Chatham Maritime opens for tours. It produces gin,

whisky and vodka.
- Dickens World closes at Chatham Maritime.
- Flip Out, Medway's second trampoline Park opens at Chatham Maritime.
- The Command of the Oceans exhibition is ready for public viewing at the Historic Dockyard. The £8.5 million project has taken years of conservation to enable timbers from an old warship to be displayed.
- The Historic Dockyard gets a lottery grant of £4.8 million which will go to refurbishing and converting the Fitted Rigging House, a Grade 1 listed building.
- The derelict swimming pool at the University Campus has been successfully converted into a student venue. The bar called the Deep End has a glass floor where students are able to see the old pool beneath them.
- The fifth micro pub in Medway opens; the Northern Seaman is located in High Street, Chatham.
- A new Wetherspoon pub opens in Chatham named The Thomas Waghorn, the renovation of the former post office in Railway Street cost over £2.2 million and created 64 jobs.
- Properties in New Road, Chatham are being converted into a hotel, bar and restaurant.
- A Turkish restaurant Pasha Meze opens in the former Theatre Royal building
- The Walderslade HSBC branch has closed due to the rise in internet & telephone banking.
- Work has commenced at Horsted Park on an extra care development of 63 flats. It will give residents independent living with support when they need it.
- New homes at Cross Street Chatham are underway. The work being carried out by Heart of Medway Housing Group is part of the mhs homes group. The first residents are expected to move in Spring 2017.
- The first of the 15 pod homes have arrived on site at Peacock Rise Walderslade. The kit houses are 85% complete when they are delivered.
- Chatham's new £4.8 million Fire Station at Watling Street has been officially opened.
- A sexual health clinic opens in Chatham Town Centre.

Gillingham and Rainham

- A Gillingham War Memorial at the junction of Brompton Road and Mill Road has been listed by Historic England.
- A disused factory site has been redeveloped to provide 20 affordable homes. The site in Richmond Road Gillingham cost £1.9 million to complete.
- A former pub in Gillingham, the Livingstone Arms, is being converted into an American Style diner; there were more than 300 people who responded to the advert for 10 vacancies.
- At Hempstead Valley Shopping Centre, BHS closed following the retailer's collapse. TKMaxx moved in to the new 2 storey unit constructed in place of the old food court, creating 55 jobs.
- New Look moved into a larger store at Hempstead Valley.
- Budgens supermarket opens in place of the Co-op in Jeffery Street, Gillingham, however just months after opening it closes costing 37 jobs.
- A new library and community hub opens at Twydall Green, giving residents access to a range of council services.
- Soar, Medway's first of two trampoline centres, opens at Courteney Road, Gillingham

- The former 44Two Sports and Social Club in Featherby Road, Gillingham has been transformed into a new state of the art tennis centre, and opened at the end of March 2017.
- Housing Minister Gavin Barwell officially opens a new housing development in Beatty Avenue, Gillingham. The scheme of 32 dwellings for older tenants with mobility difficulties is one of the UK’s largest council built bungalow sites.

Hoo Peninsula and the Isle of Grain

- The tall chimney at Grain Power Station is demolished.
- More buildings at Kingsnorth Power Station have been blown up as part of the ongoing programme to clear the site. The work is expected to be completed by the end of 2017.

Medway Valley

- Power lines have been placed underground at Ranscombe Farm Cuxton. UK Power Networks used money from a special fund which enables lines to be moved in nationally important landscapes.
- A new Bridge over the River Medway opens linking Snodland/Halling to Wouldham/Burham. Trenport constructed the bridge at a cost of £18.9 million.

General

- Medway is named as one of the nation’s property hotspots, due to high demand to buy homes.

Glossary

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

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

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

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

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

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

Economic activity - A person is economically active if they are either employed or unemployed i.e. in work or looking for work. A person is economically inactive if they are either not seeking work or are unavailable to start work. This includes people who are looking after a family and people who are on long term sick leave.

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

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

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

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

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

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

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

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

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

National Planning Policy Framework – published in 2012, it sets out the government’s planning policies for England.

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

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

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

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

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

Standardised mortality ratio – The SMR is a comparison of the number of the observed deaths in a population with the number of expected deaths if the age-specific death rates were the same as a standard population. SMRs equal to 100 imply that the mortality rate is the same as the standard mortality rate. A number higher than 100 implies an excess mortality rate whereas a number below 100 implies below average mortality.

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

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

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

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

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

A1 Shops - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.

A2 Financial and professional services - Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as “sui generis” uses (see below).

A3 Restaurants and cafés - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.

A4 Drinking establishments - Public houses, wine bars or other drinking establishments (but not night clubs).

A5 Hot food takeaways - For the sale of hot food for consumption off the premises.

B1 Business - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.

B2 General industrial - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

B8 Storage or distribution - This class includes open air storage.

C1 Hotels - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).

C2 Residential institutions - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.

C2A Secure Residential Institution - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.

C3 Dwellinghouses - this class is formed of 3 parts:

- C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.
- C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.
- C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.

C4 Houses in multiple occupation - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

D1 Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.

D2 Assembly and leisure - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).

Sui Generis Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

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

Appendix 2

Medway Authority Monitoring Report 2017

Volume 3 - Local Aggregate Assessment 2016

Medway COUNCIL

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December 2017

1. Executive Summary

1.1. This is the fifth Local Aggregate Assessment (LAA) produced for Medway, in line with the requirements set out in the National Planning Policy Framework (NPPF) and in the National Planning Practice Guidance (NPPG). The report covers the 2016 calendar year and is circulated to minerals planning authorities throughout the South East and neighbouring areas, industry representatives and other key stakeholders. It has been formally considered by the South East England Aggregates Working Party (SEEAWP) for its technical advice and views on how Medway is contributing to wider regional needs. Following consultation, the council has published the final version of the LAA with its Annual Monitoring Report at the end of 2017.

1.2. The council has had regard to a range of data sources in compiling information on the demand for aggregates and supply options available; with the annual aggregate monitoring produced by SEEAWP based on a survey of local operators being a key source of data. Due to the size of Medway, and the limited number of minerals sites and wharves, there have previously been areas where it was difficult to publish sales data due to commercial confidentiality. Following discussions with the operators in 2017, an agreement has now been made as to a means of publishing most collated sales data. A summary table for the aggregates supply in 2016 can be found in appendix A.

Supply

1.3. Aggregate supply in Medway is from four main sources: land won resources; marine-dredged aggregates, imported resources and recycled and secondary aggregates. Due to the size and nature of the geology in Medway, the only land won aggregates currently extracted in the district are sharp sand and gravel.

1.4. Aggregate supply is also restricted by Medway's environment. A total of 45% of Medway's area falls within environmental designations, including sites of importance at European level.

1.5. There are two sites presently in Medway with the potential to provide land won sharp sand and gravel, with a total permitted reserve of 1.31Mt. This reserve has been used to calculate the landbank, which currently stands at 218 years, based on a 10-year sales average. This is significantly above the 7-year landbank required for sharp sand and gravel in the NPPF.

1.6. Medway has 3 active wharves that supply marine dredged aggregates (soft sand, sharp sand and gravel) and the importation of crushed rock. These resources make up a significant proportion of the aggregates supplied in the district and the south-east region. In 2016 Kent and Medway combined imported 93% of the crushed rock and 53% of the marine dredged aggregates to the region. The Medway wharves reported an increase in 2016 from 2015 levels in both the importation of crushed rock and marine dredged materials – this is a trend seen across the south east region.

1.7. Medway also has several sites that have the potential to supply recycled and secondary aggregates to the market. Sales of recycled and secondary aggregates have increased 109% between 2015 and 2016, to 0.06Mt.

1.8. In the past other minerals such as clay, chalk and brickearth have also been extracted in the area. There is an abundance of both chalk and clay in the region; however recent demand for the extraction of these minerals in Medway has been limited.

Demand

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

1.10. Based on the guidance outlined in the NPPG for land won sand and gravel a 10-year sales average has been calculated. The 10-year average sales data shows present demand at 0.006Mtpa for sharp sand and gravel. This relatively low output is reinforced by the 3-year sales average of 0.003Mt. Therefore overall the demand appears to be very low for land won resources in Medway, with alternative sources of supply being of continued importance.

1.11. Medway's contribution to aggregates planning and supply is particularly significant in the importation of marine dredged aggregates and crushed rock, as outlined above in paragraph 1.6.

1.12. The Council has also analysed several external sources to project any trends that may be emerging that would influence demand. The population of Medway is predicted to increase 18% by 2035. Furthermore, house builders are reporting increased workloads and planning permissions granted nationally indicate a potential increase in demand over the coming years. A number of significantly large regional infrastructure projects (such as Cross Rail 2 and HS2) are also expected to significantly increase demand.

2. Introduction

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

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

Development of LAA – Collaboration and Coordination

2.3. Medway Council is a member of SEEAWP which represents each Minerals Planning Authority in the former South East region, along with the Marine Management Organisation, the Crown Estate, British Aggregates Association, Mineral Products Association and operators from the aggregates industry. SEEAWP is central to ensuring the coordination of minerals planning at a strategic level across the south east, and providing a link to the national level through the National Aggregate Co-ordinating Group. SEEAWP has specific responsibility to:

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

2.4. In drafting this LAA, Medway Council has used a wide range of available information to assess the current position for aggregates planning in Medway. This has included reference to the SEEAWP South-East England Aggregates Monitoring 2016 report for information on regional context and trends, plus returns from the minerals industry and national statistics.

2.5. Medway as a unitary authority recognises the particular importance in coordinating its minerals planning work, including the production of the LAA, with its neighbouring Minerals Planning Authority, Kent County Council. The two councils have liaised in the development of their respective LAAs, and have worked together for a number of years in the collation of evidence to support minerals planning.

2.6. Due to the size of Medway, and the limited number of minerals sites and wharves, some sources of data are restricted, and cannot be disaggregated to a Medway level, for reasons of commercial confidentiality and agreements made with industry. Following discussions with the operators in 2017, an agreement has now been made as to a means of publishing most collated sales data. This is reflected in how and what data is presented in this report.

Consultation

2.7. The Localism Act 2011 also introduced the duty to cooperate into the planning system. This is a legal duty whereby planning authorities must ensure that consultation is undertaken that is both active and constructive throughout the plan making process on strategic and cross boundary matters. The provision and supply of minerals is one of the issues covered by this process.

2.8. In accordance with the duty to cooperate this report has been drawn up in liaison with Kent County Council's minerals planning service and industry operators. To ensure that the LAA makes appropriate reference to the wider regional context, Medway Council sought comments from Minerals Planning Authorities across the region and industry representatives through the SEEAWP.

Geology

2.9. The sand and gravel deposits in the Medway area are primarily concentrated on the Hoo Peninsula as a result of post-glacial melt water outwash deposition found in a series of 'river terraces', trending roughly from north west to south east across the peninsula's ridge, and on the Isle of Grain. There are also more recent water-lain deposits covering areas of land on the eastern and north-western marshes of the peninsula that include some sand and gravel seams. The deposits have not been significantly reworked by natural processes since their deposition, and have a sand to gravel ratio and particle characteristics that makes them generally attractive for high specification value added concrete production. An overview of Medway's geology is provided in Figure 1.

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

Environmental Designations

2.11. Medway covers an area of 26,886ha (including rivers and coastal areas) but within this area are numerous environmental designations that could constrain where minerals extraction could take place. These designations include: Special Protection Areas (SPA), Ramsar sites, Special Areas of Conservation (SAC), Areas of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI), Marine Conservation Zones (MCZ), National Nature Reserves (NNR) and Local Nature Reserves (LNR); covering a total area of 12,180ha, or 45% of Medway's area. The extents of the environmental designations in Medway are provided in Figure 2.

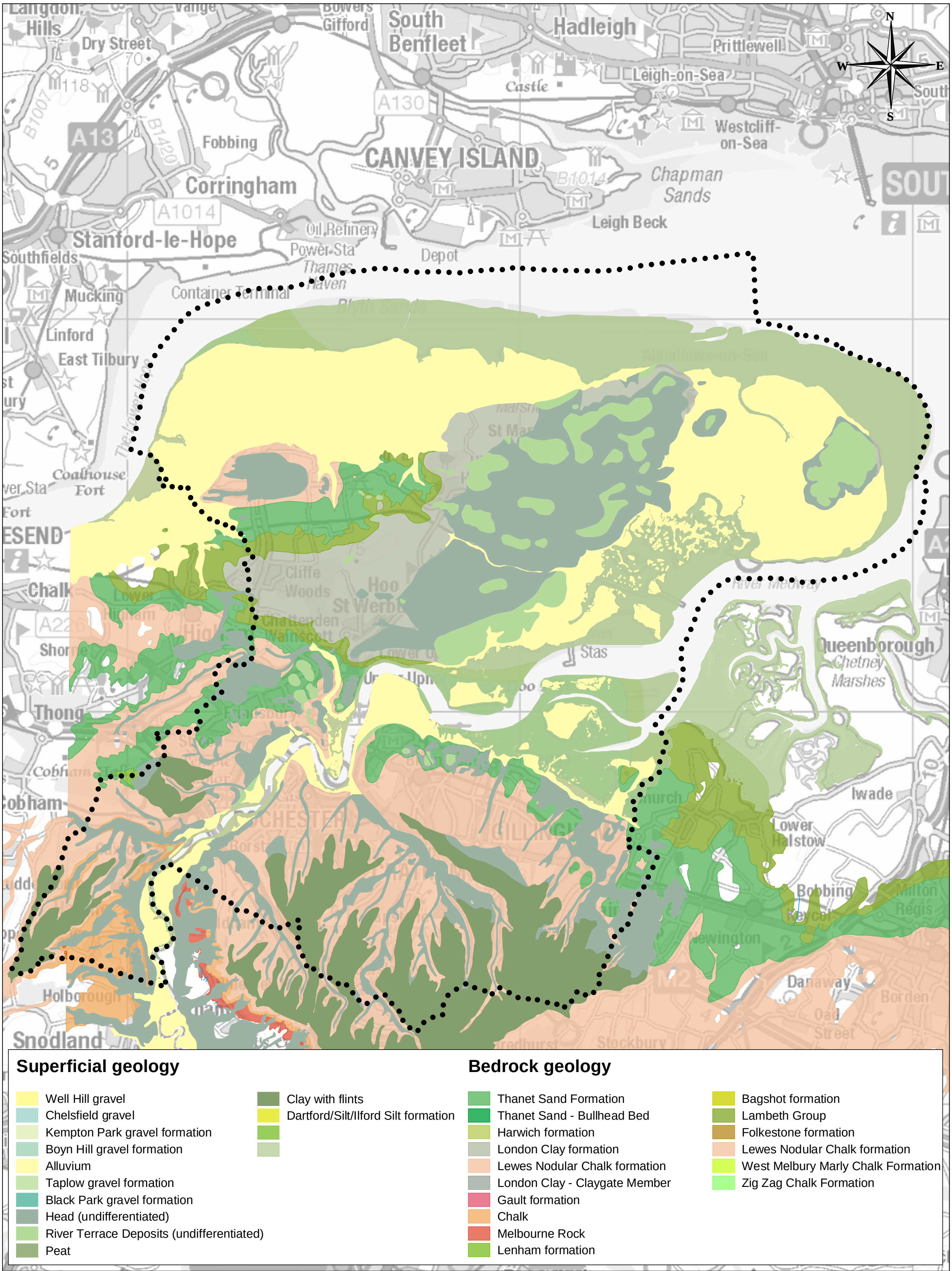

Figure 1: Medway's geology

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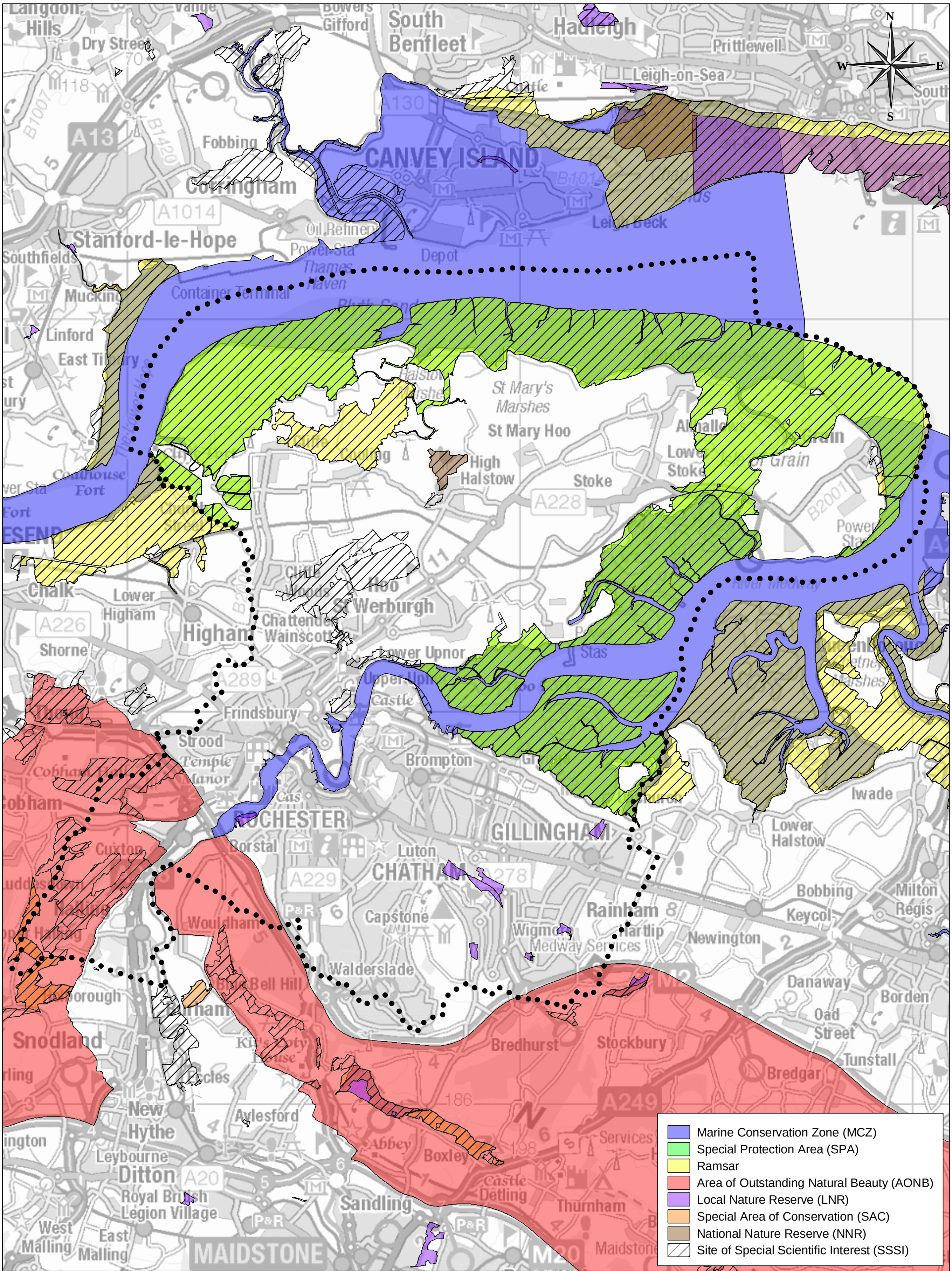

Figure 2: Environmental designations in Medway

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3. Wharves and Rail Depots

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

- Grain Terminal, Isle of Grain: operated by Aggregate Industries.
- North Sea Terminal, Cliffe, Rochester: operated by Brett Aggregates.
- Euro Wharf, Frindsbury, Rochester: operated by Hanson Aggregates.

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

3.3. Two of the wharves have associated rail depots (one of which is located outside of Medway), both of which provide valuable infrastructure for the distribution of aggregates to the wider south east region.

3.4. Due to commercial confidentiality, sales from the rail depots cannot be broken down other than by a 3-year and 10-year sales average. Table 1 sets out the 3-year average sales of crushed rock through rail depots. The sales data for rail depots starts from 2013 when sales returns began to be received; therefore the information available through the average sales figures is limited.

Crushed Rock

3.5. Consideration of this supply stream shows the importance of Medway's wharves in the importation of aggregates and their supply into markets in Kent, London and the wider southeast region. Importation of crushed rock (granite) comes from Glendsanda in Scotland, and limestone from Torr Works in Somerset.

3.6. Glensanda quarry has planning permission for the extraction of minerals until 2043, and Somerset County Council have confirmed that there are sufficient reserves at the Torr Works to meet current and future needs; providing a great deal of certainty for supply to the region. The level of crushed rock sales through Medway's wharves is set out in Table 1.

Table 1: Sales of crushed rock through wharves and rail depots in Medway

	3-yr average sales (Mt): Rail depots	Annual sales (Mt): Wharves	3-yr average sales (Mt): Wharves	10-yr average sales (Mt): Wharves
2012	N/A	0.76	0.83	N/A
2013	N/A	0.86	0.82	N/A
2014	N/A	0.77	0.80	N/A
2015	0.06	1.09	0.91	1.01
2016	0.03	0.91	0.92	0.98

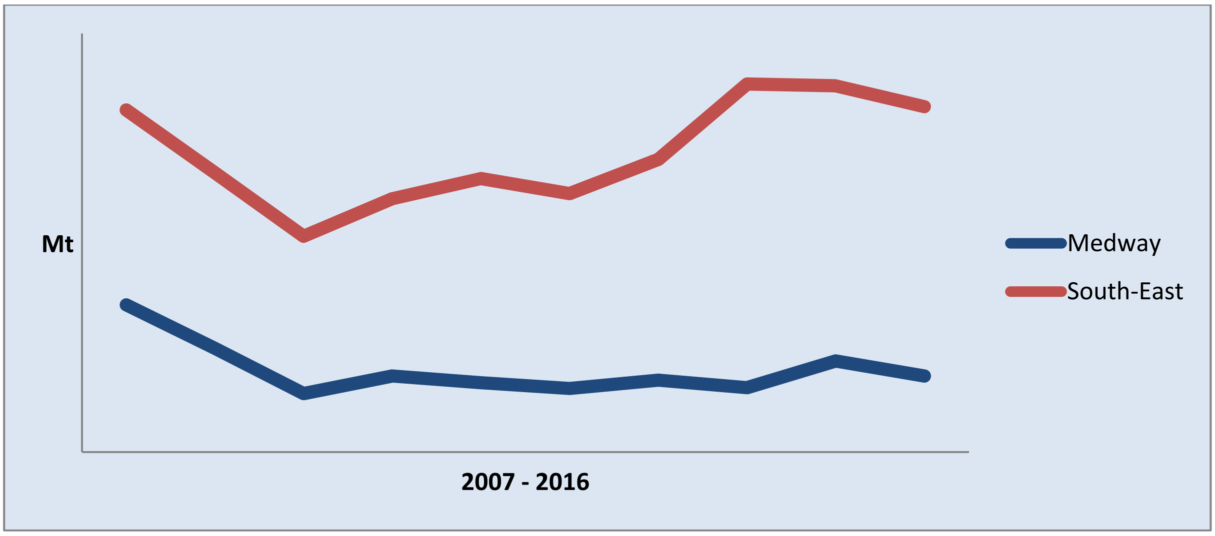
3.7. The Aggregate Monitoring report 2016 produced by SEEAWP provides an overview of the regional position on the importation of crushed rock. Landings of crushed rock in 2016 at just under 2.6Mt increased the level of landings compared to 2015. Table 2 provides a breakdown of the sales (Mt) of imported crushed rock, including through rail depots.

Table 2: Sales of crushed rock through wharves and rail depots in the South-East region

	Annual sales (Mt): Rail depots	3-yr average sales (Mt): Rail depots	Annual sales (Mt): Wharves	3-yr average sales (Mt): Wharves
2012	3.09	3.13	1.48	1.77
2013	3.51	3.30	1.53	1.65
2014	4.06	3.67	1.47	1.49
2015	4.04	4.09	2.18	1.73
2016	3.74	4.30	2.60	2.08

3.8. When the regional and the local trends are compared the sales of crush rock through wharves is relatively similar (see Figure 3 below). Medway therefore is in-line with the regional trends outlined in the SEEWAP figures.

Figure 3: Comparative sales trend of crushed rock through wharves in Medway and the South-East region 2007 to 2016



Marine-won Soft Sand, Sharp Sand and Gravel

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

3.10. The South East Aggregate Monitoring report for 2014/15 noted that certain minerals planning authorities have soft sand supply issues partly because of landscape constraints. The report also notes how the location of the soft sand resources within protected landscapes might make it increasingly difficult to find reserves in certain areas and thereby maintain land-won supplies at historic levels. Furthermore, it is anticipated that the demand for soft sand in the South East will increasingly need to be met by imports into the area and from marine won sources. To help provide a more detailed analysis of soft sand supply, sales figures of marine-won soft sand will now be separated out from (sharp) sand and gravel sales figures for 2016 onwards.

3.11. Landings of marine-won soft sand, sharp sand and gravel into Kent and Medway wharves in 2016 accounted for over 53% of all marine-won sand and gravel landed in the south east, excluding London.

3.12. The level of marine-won soft sand, sand and gravel sales (Mt) at wharves in Medway is shown in Table 3 below. For soft sand the level of sales in 2016 of was 0.21Mt, which was 105% above the previous years' sales and shows and increase of 0.11Mt (115%) from 2015 to 2016.

3.13. For sharp sand and gravel the level of sales in 2016 of was 1.98Mt, which was 15% above the 3 year sales average and 72% above the 10 year sales average and shows and increase of 0.38Mt (24%) from 2015 to 2016.

Table 3: Annual sales of Soft Sand and Sharp Sand and Gravel through wharves in Medway

	Annual sales (Mt): Sharp Sand and Gravel	3-yr average sales (Mt): Sharp sand and gravel	Annual Sales (Mt): Soft Sand	3-yr average sales (Mt): Soft Sand	Annual sales (Mt): All sand and gravel	3-yr average sales (Mt): All sand and gravel
2012	1.21	1.18	0	0.001	1.21	1.18
2013	1.40	1.26	0	0	1.40	1.26
2014	1.59	1.40	0	0	1.59	1.40
2015	1.60	1.53	0.09	0.03	1.69	1.56
2016	1.98	1.72	0.21	0.10	2.18	1.82

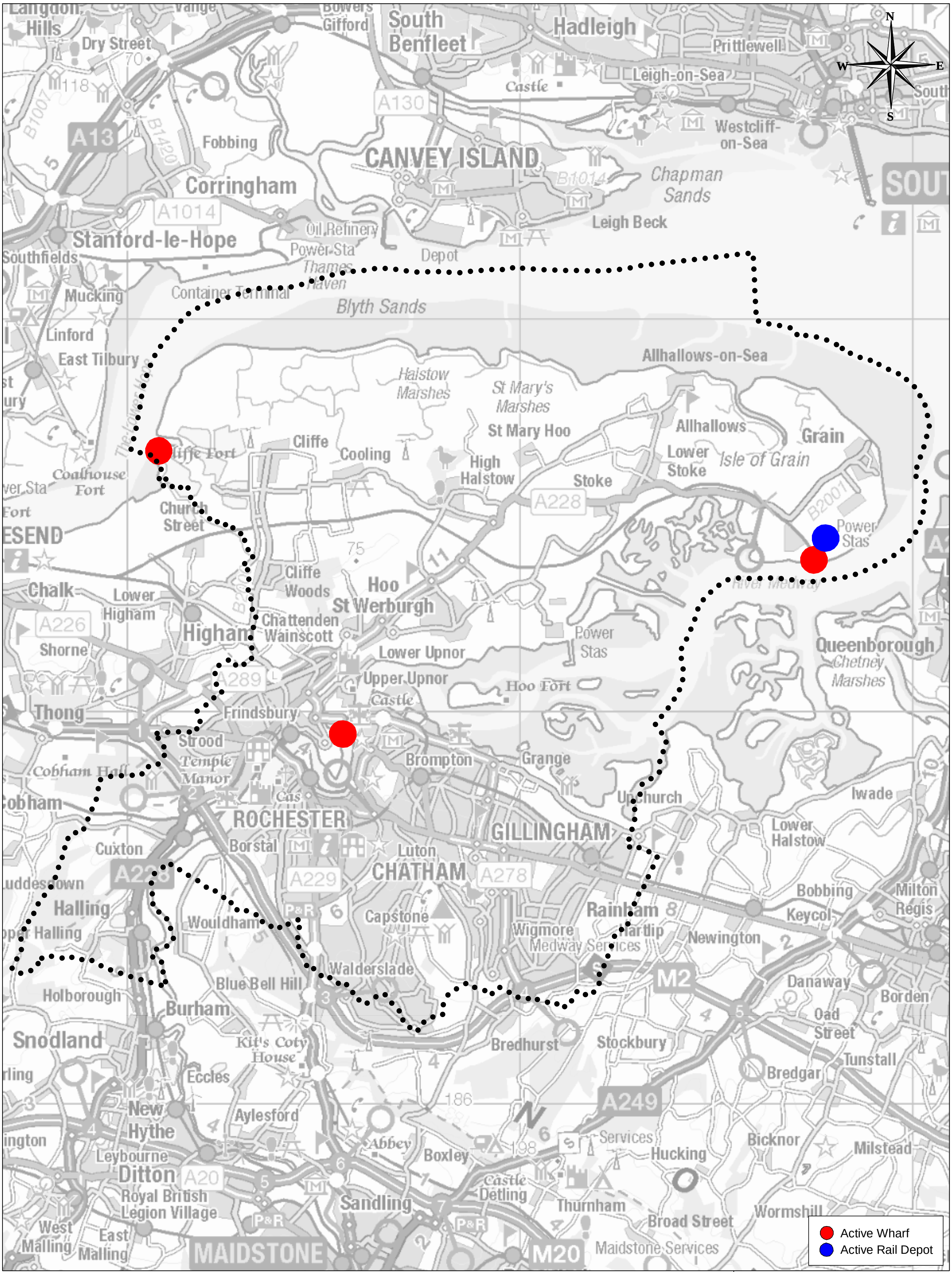


Figure 4: Active Wharves and Rail Depots in Medway

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4. Land-won Resources

4.1. Medway has deposits of sand and gravel, chalk, clay and brickearth with quarrying predominantly taking place across the Hoo Peninsula in the past, but there have only been limited operations in recent years for the extraction of sand and gravel.

4.2. The present permitted reserve of sand and gravel is 1.31Mt. This is derived from Kingsnorth Quarry to the south east of the village of Hoo St Werburgh, and a small remaining reserve at Perry's Farm, Grain.

4.3. Kingsnorth Quarry has planning consent for the extraction of 1,195,000 tonnes of sand and gravel. The plan is to extract minerals in phases at a rate of approximately 120,000 tonnes a year, over 10 years. It is understood that the planning permission (previously due to expire in May 2017) is currently being implemented.

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

4.5. Due to the limited number of quarrying sites in Medway, it has not been previously possible to publish annual levels of sales of locally won sand and gravel. However the council has been able to use data provided to the annual Aggregates Monitoring survey to produce a 3-year and 10-year average sales figure.

4.6. The 10-year average sales for aggregates from quarries in Medway are 0.006Mtpa and the 3-year average sales is 0.003Mtpa.

Landbank

4.7. Medway is required to maintain a 7-year land bank for sand and gravel. Permitted reserves are considered to be 1,310,000 tonnes. The current landbank calculated using the 10-year average sales is 218 years.

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

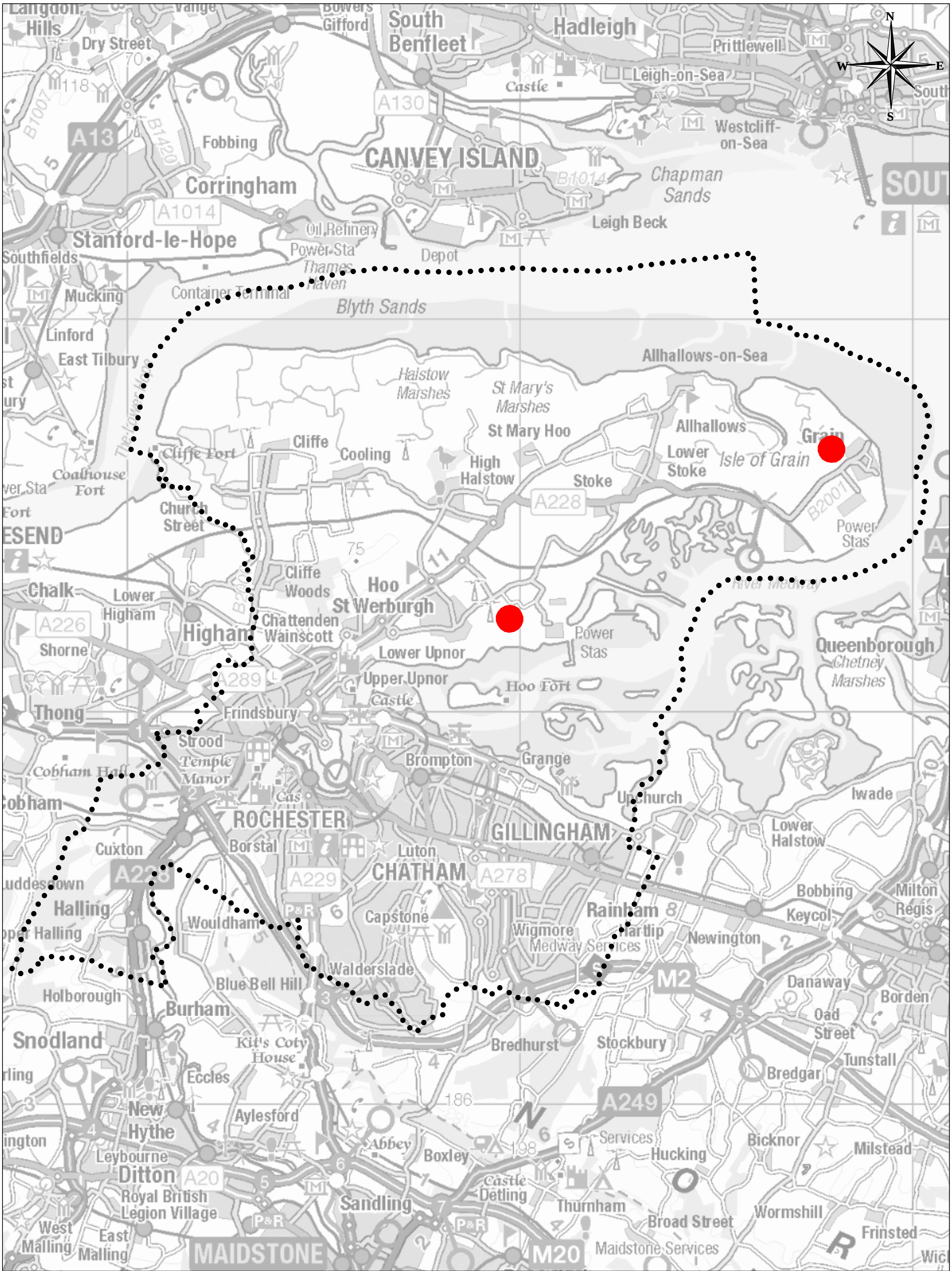

Figure 5: Quarries in Medway

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5. Recycled and Secondary Aggregates

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

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

5.3. Facilities exist within Medway for the recycling of construction, demolition and excavation (CD&E) waste at fixed sites. However there is additional capacity, as it is understood that significant amounts of material are dealt with on site by mobile plant as part of demolition and construction processes. Due to the low number of returns received from operators to the Aggregates Monitoring Survey 2016, it is likely that there are other fixed-site operators within Medway whose sales are not currently being recorded.

5.4. The level of recycled and secondary aggregate sales in Medway is shown in Table 4 below. In 2016 the level of sales was 0.06Mt, showing an increase of 0.03Mt (109%) from 2015 to 2016. This was 48% above the 3 year sales average and 3% above the 10 year sales average. Table 4 provides full breakdown of recycled and secondary aggregate sales. 10-year average sales begin in 2014 due to limited data being available for the years prior to 2005.

Table 4: Annual sales of recycled and secondary aggregates in Medway

	Annual sales (Mt): Recycled and Secondary Aggregate	3-yr average sales (Mt): Recycled and Secondary Aggregate	10-yr average sales (Mt): Recycled and Secondary Aggregate
2012	0.02	0.05	N/A
2013	0.02	0.04	N/A
2014	0.04	0.02	0.07
2015	0.03	0.03	0.06
2016	0.06	0.04	0.06

5.5. It is worth noting that a number of recycling facilities (including those that handle recycled aggregate) are currently subject to temporary planning permission due to forming part of the wider long-standing regeneration programme for the area. Work to identify alternative sites for such uses is being pursued through the Local Plan.

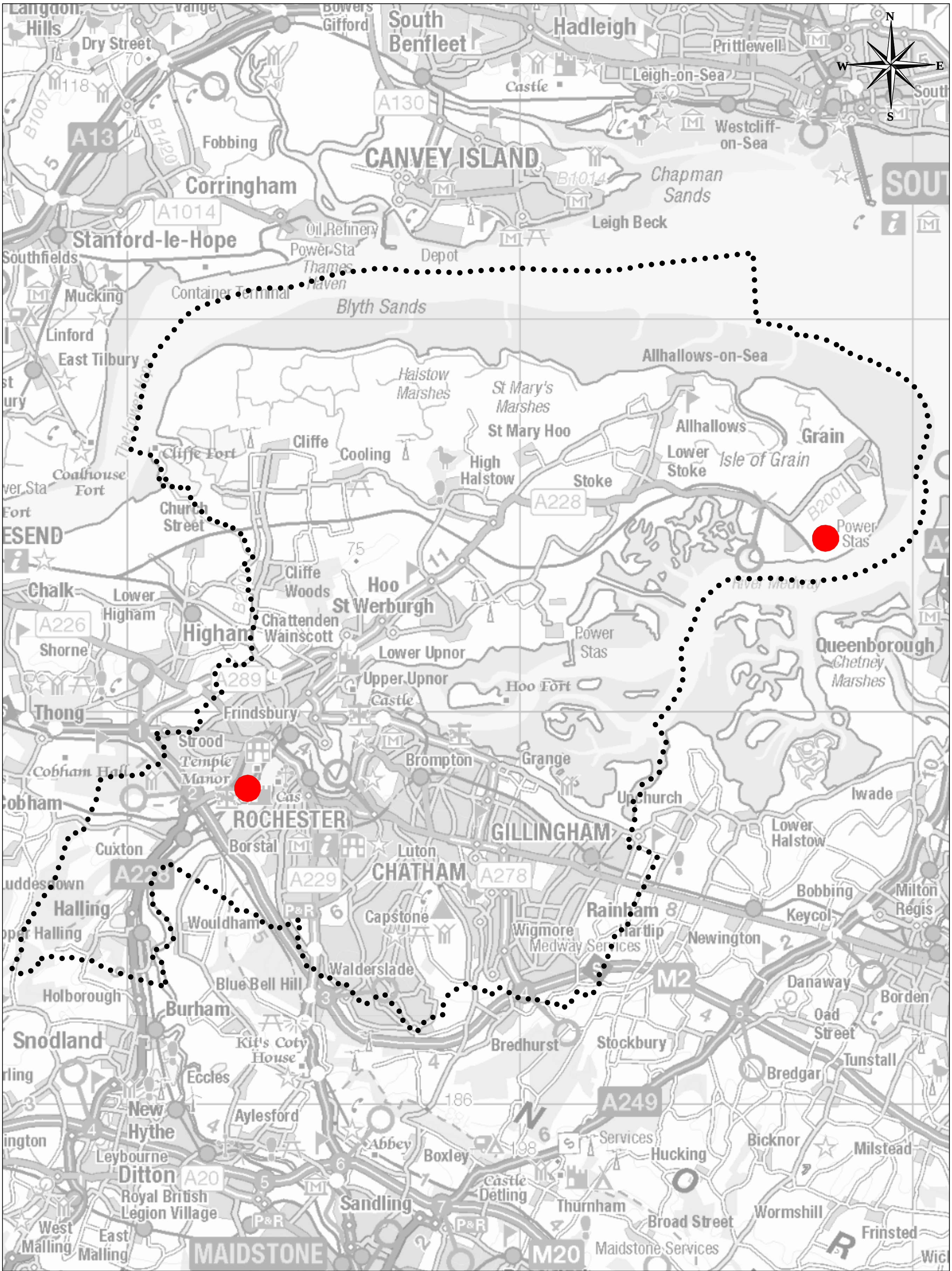

Figure 6: Recycled and Secondary aggregates facilities

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6. Future Aggregate Demand

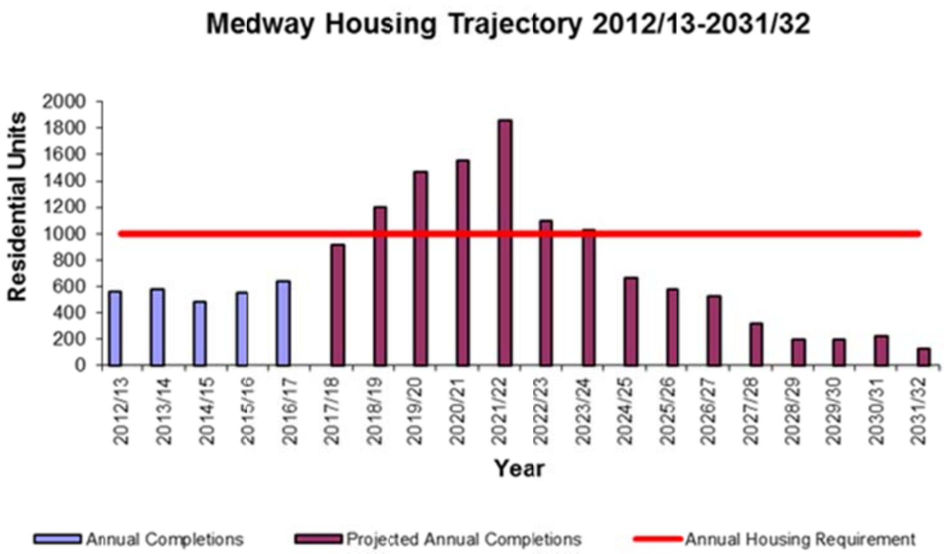
6.1. In 2015 Medway jointly commissioned a North Kent Strategic Housing and Economic Needs Assessment with Gravesham Borough Council to provide an evidence base for housing, employment and retail needs in Medway over the plan period. This research showed a need over the plan period for:

- 29,463 homes.
- 49,943 m^2 of B1 office space; 155,748 m^2 of B2 industrial land; and 164,263 m^2 of B8 warehousing land.
- 44,100 m^2 of comparison retail floor space and 13,200 m^2 of convenience (supermarket) retail space up to 2031.

Furthermore, the Council is actively undertaking ongoing work to identify supporting infrastructure needs.

6.2. The delivery of housing in Medway, like many other areas of the country, experienced challenging market conditions with the construction of 642 houses completed in 2016/17, against an annual target of 1,000 homes. Figure 6 outlines the completions of new homes in Medway over the last few years.

Figure 6: Annual housing completions compared to annual housing requirement in Medway



6.3. More regionally, a number of planned infrastructure projects are likely to put increased pressure on the supply of aggregates through Medway, including:

- **The Lower Thames Crossing:** A 13-mile new road and bored tunnel crossing under the River Thames between the east of Gravesend and Tilbury.
- **Crossrail 2:** A proposed major new rail route through London between Surrey and Hertfordshire.

- **Thames Tideway Tunnel:** A 16-mile drainage tunnel through London.
- **Northern Extension Line:** An extension to the London Underground Northern Line to Battersea.
- **High Speed Rail 2:** A planned high-speed rail link between London and initially Birmingham (Phase 1), but later Manchester, Sheffield and Leeds (Phase 2).
- **Ebbsfleet Garden City:** A planned development of up to 15,000 homes and 45,000m^2 of commercial floor space.

6.4. In order to deliver the projects noted above, Medway will endeavour to maintain a landbank and ensure that its aggregates infrastructure, essential for its distribution, is safeguarded through the application of appropriate planning policy.

6.5. Due to the abundance and low demand for clay, chalk and brickearth, further work will need to be undertaken through the emerging Local Plan to identify future demand for these minerals and to safeguard existing workable reserves where necessary.

Capacity

6.6. The 2016 Aggregate Monitoring Survey for the first time requested information on site operating capacities. It is hoped that by understanding the current operating capacity of a site, future aggregate demands can be more efficiently planned. Returns on this information were received only for the wharves, where a total capacity of 4Mt is identified.

6.7. Due to being the first year that operating capacities have been requested, past trend data is not currently available. However, it is possible to compare sales data where possible against operating capacity to understand future capacity to accommodate an increase in demand. Table 5 below compares total sales (Mt) of aggregates through wharves against operational capacity.

Table 5: Total aggregate sales through wharves and operational capacity

	Total aggregate sales: wharves (Mt)	Total operational capacity (Mt)	Void (Mt): (Capacity – Sales)
2012	1.98	4	2.02
2013	2.25	4	1.75
2014	2.36	4	1.64
2015	2.78	4	1.22
2016	3.10	4	0.90

6.8. From the data provided through the 2016 Aggregate Monitoring Survey it is clear that there is ample capacity across all aggregate streams capable of accommodating future increases in demand. Further information regarding the operational capacities of quarries and recycled and secondary aggregate facilities will be sought to provide a more detailed overview of Medway's aggregate handling capabilities.

7. Conclusion

7.1. The emerging Medway Local Plan is currently being prepared, with an anticipated submission date of 2019. Whilst no draft policies have so far been established, policy approaches were consulted on through the Regulation 18 Development Options consultation held in early 2017. The policy approaches included:

- Sustainably deliver a steady and adequate supply of land-won sand and gravel.
- Maintain a 7-year landbank of permitted sand and gravel reserves.
- Support regional consideration and planning of aggregates through our membership of the South East England Aggregates Working Group.
- Promote the transportation of minerals by water and rail for longer distance distribution.
- Safeguard identified areas of proven and unproven unconstrained reserves of river terrace sand and gravel reserves from development that may prevent their future extraction.
- Safeguard all existing mineral wharves, rail depots, storage, handling and processing facilities from development that may prejudice their continued use for the importation of crushed rock, sand and gravel and other associated materials.
- Ensure that any new permitted quarry is returned to a suitable condition for reuse after operations have ceased.
- Promote the use of secondary aggregates, requiring the reclamation and reuse of materials on redevelopment sites.
- Allocate sites for the processing, sorting and distribution of aggregates.

Support of these policy approaches has been received from industry operators.

7.2. The assessment of current demand based on the 10 year sales average shows that sales are slowly increasing in line with a wider trend for the increased use of materials resulting from the improving build rate in the construction sector in recent years.

7.3. Calculations on the current levels of supply are based on the 10-year sales average using the NPPF and NPPG guidance. This provides a landbank of over 218 years.

7.4. The extant planning permission for the aggregates extraction site at Kingsnorth that makes up a large proportion of Medway’s reserves is now being implemented.

7.5. The council intends to consider the need for further allocations for minerals extraction to meet local needs and to contribute towards a steady and adequate supply at a strategic level through the emerging Local Plan.

7.6. Medway has a strategic role in the importation of aggregates through its large wharves on the rivers Medway and Thames. Their ability to handle large vessels and the proximity to markets in the south east and London gives these wharves significance of a regional and even national scale. This is borne out in the data relating to the quantities of marine dredged aggregates and imported crushed rock landed at wharves in Medway. The facilities have surplus capacity and therefore are able to respond to an increase in demand. The Medway wharves are linked to the producers of imported crushed rock, and with the Glensanda quarry benefitting from planning permission until 2043; this provides a degree of certainty of supply.

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

7.8. It is considered that Medway is making adequate provision to ensure the steady supply of aggregates from a range of sources, and that it can continue to make an effective contribution to meeting local and wider needs for aggregates. The council will actively participate in the work of SEEAWP and maintain cooperative working with neighbouring Minerals Planning Authorities and industry representatives in progressing work on a new Local Plan.

7.9. The LAA has now been formally considered and agreed by SEEAWP on 6th November 2017.

<u>Appendix A:</u> Aggregate Supply Summary Table
Medway 2017

	Sales (Mt)	**Av. (10-yr) Sales (Mt)**	**Av. (3-yr) Sales (Mt)**	**Trend**	**LAA Rate (Mt)**	**Reserve (Mt)**	**Land bank (Yrs)**	**Capacity (Mtpa)**	**Comments**
Sharp Sand & Gravel	0	0.006	0.003	-	0.006	1.31	218	Not known	2 quarries, both inactive. No sales reported for 2016. See LAA for further information.
Soft Sand	0	0	0	N/A	0	0	0	0	No known reserves.
All Sand & Gravel	0	0.006	0.003	-	0.006	1.31	218	Not known	2 quarries, both inactive. No sales reported for 2016. See LAA for further information.
Crushed Rock	0	0	0	N/A	0	0	0	0	No known reserves.
Recycled/Secondary Aggregates	0.06	0.06	0.04		N/A			0.1	Temp permission may impact upon supply; alternative sites may need to be identified through the Local Plan.
Marine Sharp Sand & Gravel	1.98	1.39	1.72		N/A			4	Established importation and distribution facilities. The capacity is combined total for all wharves across all aggregate types.

Marine Soft Sand	0.2	0.07	0.1		N/A			4	Established importation and distribution facilities. LAA rate based on the recent importation of marine-won Soft Sand. The capacity is combined total for all wharves across all aggregate types.
Rock Imports by Sea	0.91	0.98	0.92		N/A			4	Established importation and distribution facilities. The capacity is combined total for all wharves across all aggregate types.
Rail Depot Sales (Sand & Gravel)	c	0	0		N/A			0.1	Established aggregates rail depot. Sales data not published due to commercial confidentiality.
Rail Depot Sales (Crushed Rock)	c	0.02	0.02		N/A			0.1	Established aggregates rail depot. Sales data not published due to commercial confidentiality.

Comments	The supply of aggregates in Medway is currently sufficient, with the existing importation facilities providing a high percentage of aggregates for the wider London and South East area. With planning permission granted for a sand and gravel quarry at Kingsnorth, the supply of aggregates from Medway is expected to increase. In common with much of the SE, there is high demand for housing in Medway. The population has been increasing in recent years and is expected to grow further with 29,463 houses needing to be constructed to meet the projected housing demand across the Local Plan period to 2035. Other major construction projects proposed in the wider South East region include Ebbsfleet Garden City, Lower Thames Crossing, Thames Tideway, Crossrail 2, HS2 and the London Underground Northern Line extension.