Appendix 1

Medway Authority Monitoring Report 2022

1st April 2021 — 31st March 2022

Volume 1 - Main Report

Medway Council

Serving You

December 2022

Executive Summary 2021/2022

DEMOGRAPHY

The population of Medway rose by 0.24% reaching 279,800 in June 2021

REGENERATION

Work is progressing well on the regeneration of Chatham Waterfront which will deliver 175 apartments and over 1,000sq.m commercial floorspace

HOUSING COMPLETIONS

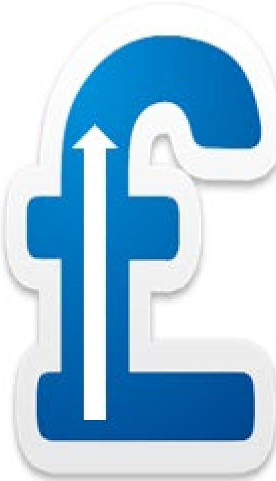
1,102 housing units completed

53% were on previously developed land

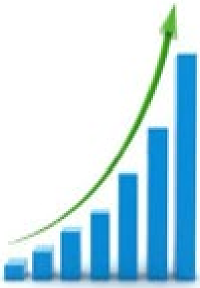
17% of all gross completions were affordable houses.

HOUSE PRICES

Property prices have risen by nearly 19% over the last 5 years in Medway



NEW EMPLOYMENT FLOORSPACE



Employment floorspace completions were up this year, totalling 26,504sq.m net.

24% of the gross Employment floor space was completed on Previously Developed Land.

UNEMPLOYMENT

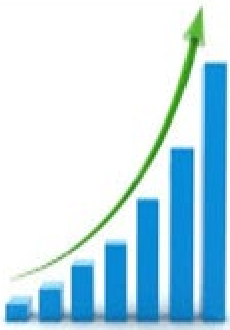
The claimant rate in Medway fell to 4.3% in April 2022, a fall of around 4,500 claimants

ULTRA LOW EMISSION VEHICLE LICENSING

The number of Ultra Low Emission Vehicles registered have increased more than fourfold since 2017/18

EMPLOYMENT RATE

Employment rate at a five year high of 78.1%, standing in line with the regional level for the first time in at least 15 years



ENVIRONMENT – GREEN FLAG AWARDS

In 2021 Medway maintained the Green Flag Award for all 8 sites at Broomhill Park, Capstone Farm Country Park, Gillingham Park, Great Lines Heritage Park, Hillyfields Community Park, the Vines, Ranscombe Farm Reserve (in partnership with Plantlife) and Riverside Country Park.

NEW RETAIL FLOORSPACE

Gross retail completions were broadly similar this year at 3,484sq.m gross.

The majority of gross gains in the Town Centres were use class A5 hot food takeaways.

HERITAGE AT RISK REGISTER

Currently Medway has 15 entries on the Heritage at Risk register, down from a high of 18 in 2015

MORTALITY

The death rate in Medway stands above Kent, regional and national levels.

In England & Wales the Covid-19 Pandemic was still the leading cause of deaths at 11.5%

LIFE EXPECTANCY

For 2018-20 life expectancy has fallen for both males and females.
It remains lower than the average life expectancy age for England.

TRANSPORT – TRAFFIC FLOWS

CAR JOURNEYS

Over the last 2 years Medway has seen a decrease in car usage and all vehicle usage. This has also been the trend throughout Kent, regional and at national level and is due to lockdown restrictions during the COVID pandemic

BUS PASSENGER JOURNEYS

Bus passenger journeys fell by 31%, after 5.6 million trips were made in Medway.

ULTRA LOW EMISSON VEHICLE LICENSING

In the past 5 years, the number of ULEVs licensed in Medway has increased by 371%

PLANNING APPLICATIONS RECEIVED

1,617 planning applications were received

92% of these were determined within the statutory or the agreed timeframe.

Appeals

57 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 60% of these appeals.

Introduction

This report has been prepared in late 2022, presenting monitoring information for the period April 2021 to March 2022. Some of the reporting reflects the wide ranging impacts that the Covid pandemic has had on our communities, economy and environment, such as transport patterns and activities in the development sector.

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 2040. The emerging plan is being developed in the context of pressures on the housing market, infrastructure and key services, the need to address the climate emergency, structural changes in retail and employment, and increasing awareness of links between health and the built environment.

This monitoring report demonstrates good progress in several aspects of sustainable development in Medway. High rates of housebuilding have been sustained in 2021-22, helping to meet housing needs and contributing to regeneration. This is notable in the context of wider pressures on the development industry, including labour shortages and supply chain issues.

This Authority Monitoring Report is produced on an annual basis to provide an overview of the context of development in Medway. It gives details of economic, social and environmental data to measure how Medway is performing as an area and understanding its needs. It is a key mechanism for the Council's Planning Service in assessing the progress being made towards achieving its goals for economic growth, protecting the natural and historic environment, and meeting the needs of its communities. It provides information for the Council and those interested in Medway to assess how we are performing in meeting the aims of our local plan, and our ambitions for sustainable development. It is a reference point in identifying the key issues that the new local plan must address to secure successful growth.

The Council has followed the established protocol for producing this Monitoring Report on an annual basis in December for the preceding financial year. This report provides monitoring information and statistical data for the period April 2021 – March 2022, with references to previous years for comparison purposes. The report has been informed by data gathered from planning applications determined at 31st March 2022. The sections on Planning Context, Duty to Cooperate, and Development and Delivery take account of information available up to November 2022.

The report is presented in two volumes. This is Volume 1 of the report which provides an overview of the key indicators of development and contextual issues in Medway. This includes short reports on the progress made in preparing the new Local Plan, and how the Council has engaged with other authorities in planning for cross border strategic matters through the Duty to Cooperate. It also outlines the Council's work in supporting development in Medway, and its actions to promote housing delivery and investment locally.

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

Also included at the end of Volume Two the Medway Local Aggregate Assessment for 2021, 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 South East England Aggregates Working Group.

These reports are available at:

Authority Monitoring Report | Local Development Scheme and monitoring | Medway Council

Local Aggregates Assessment | Local Development Scheme and monitoring | Medway Council

Planning Context

This section of the report considers updates in policy up to November 2022. This extends beyond the standard reporting period of April 2021 to March 2022, to take account of key changes in government planning policy and guidance that are relevant to the preparation of the Medway Local Plan.

Following updates to National Planning Policy Framework (NPPF) in 2018, 2019, and 2021 the government has continued to progress its ambitions for the reform of the planning system. These are being considered through the Levelling Up and Regeneration Bill that had its first reading in the House of Commons in May 2022. The Bill includes a range of measures that will impact on the planning system, including the introduction of an Infrastructure Levy. At the time of preparing this report, the Bill was progressing through the House of Commons, but had been delayed at the report stage, as a number of amendments had been requested. The Council will reflect any changes to the planning system in its work, but at this stage continues to prepare the new Local Plan under the current planning legislation and guidance.

Local Development Scheme

The Local Development Scheme sets out the programme for the production of the new Medway Local Plan. The new plan will comprise of strategic level policies, including provision for waste and minerals; targeted development management policies; land allocations and a policies map. On adoption it will replace the saved policies of the Medway Local Plan 2003.
In October 2022, the Council approved an update to the Local Development Scheme. This Scheme programmed an additional stage of consultation at Regulation 18 in late summer/early autumn 2023, and the publication of the draft plan in early 2024. The Regulation 18 consultation in 2023 will focus on alternative spatial strategies for meeting Medway's growth needs.

Local Plan Evidence Base

The council continues to maintain and update a comprehensive evidence base to inform the new local plan. Details of evidence base documents are available on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy/519/future_medway_local_plan/2

The Planning Service is completing the technical evidence base to support the draft Local Plan. This has involved a number of key work streams progressed over the last year.

Strategic Transport Assessment

The Strategic Transport Assessment (STA) is a key component of the transport evidence base. The STA involves testing future scenarios in a traffic model to support the preparation of the new LP.

The aim of the STA is to provide a proportionate evidence base on the cumulative transport impacts of and mitigations for site allocations in the new Local Plan.

The STA team has engaged with National Highways, Kent County Council and neighbouring local planning authorities.
Highways schemes will be identified, phased and costed; they will need to be effective at mitigating the traffic impacts of sites to be allocated for development.

The STA will be published in due course.

Developer contributions and obligations

The Council is updating its evidence base on infrastructure needs as part of the preparation of the Local Plan. This includes consideration of the development contributions to providing for sustainable growth. The Infrastructure Delivery Plan and the Viability Assessment will provide an updated evidence base to support the Council's policy, and will be published with the draft Local Plan.

The Medway Developer Contributions and Obligations Guide was revised and adopted in May 2018, with updates to charges made in April 2022. This is a Supplementary Planning Document which summarises the requirement for developer contributions to ensure that the impacts of growth on services are adequately mitigated as set out in the Local Plan. This is available to view at:

https://www.medway.gov.uk/downloads/file/2746/medway_guide_to_developer_contributions_and_obligations_2018

The Council has published its third Infrastructure Funding Statement in December 2022. This reports on how S106 contributions were spent on upgrading infrastructure in 2021/22. It also provides information on contributions received and agreements entered into in that year. The statement indicates future infrastructure funding priorities, based on emerging information on the Local Plan evidence base and spatial strategy. The Statement can be found here:

https://www.medway.gov.uk/info/200149/planning_policy/597/local_development_scheme_and_monitoring/5

Following updated government guidance in 2021, the Council has the requirement for the delivery of First Homes. The Council has set out a position statement and further guidance on First Homes on his website at:

https://www.medway.gov.uk/info/200133/planning/1526/position_statement_on_first_homes

Development Briefs and Masterplans

Medway has a well-established urban regeneration programme and much of the development in the last year has taken place on brownfield sites in town centres and urban waterfront sites. The Council recognises that regeneration sites can be complex to develop. The Council supports measures that can provide greater certainty to the market. It has led on the preparation of supplementary planning documents and wider planning guidance to promote available development opportunities and set out additional guidance on design. There is ongoing work aligned to the Heritage Action Zone in Chatham Intra. Further information is available on the council's website at:

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

https://www.medway.gov.uk/info/200177/regeneration/1218/heritage_action_zone

Local Development Order (LDO) for Innovation Park Medway

Following adoption of the Local development Order (LDO) for the Rochester airport site in December 2020, work is presently underway on delivering the infrastructure on the northern and southern sites. Marketing and identifying appropriate businesses to locate here is ongoing. Further details are available on the Council's website:

https://www.medway.gov.uk/info/200177/regeneration/738/innovation_park_medway_plans

Hoo Development Framework

The successful HIF bid facilitates strategic growth on the Hoo Peninsula. A rural town based around Hoo could provide for an important component of Medway's development strategy. The Council has commissioned consultants to produce a development framework setting out the key principles and approach to potential growth. The Council published the draft Hoo Development Framework for consultation between September and November 2022. Comments received from the consultation will inform ongoing work on the Local Plan and the Regulation 18 consultation document in 2023.

The consultation document framework is available on the Council's website:

https://www.medway.gov.uk/HooDevelopmentFramework

Development Needs

The Council has jointly commissioned, with Gravesham Borough Council, an update to the Gypsy and Traveller Accommodation Assessment to align with the extended plan period.

Neighbourhood Plans and Neighbourhood Development Orders

A neighbourhood plan is a community led framework for guiding future development, regeneration, and conservation of an area. Neighbourhood Plans were introduced in the Localism Act in 2011. They are not compulsory, but when duly prepared they are a statutory document that forms part of the development plan. Neighbourhood plans must be in general conformity with the strategic policies of the adopted local plan and have regard to any emerging local plans or relevant development plan documents. Communities in Medway have shown increased interest in preparing neighbourhood plans for their local areas. Once the plans are 'made', or adopted, they will form part of the development plan for Medway.

Currently there are four Neighbourhood Areas designated in Medway, for the purpose of producing a neighbourhood plan:

- Cliffe and Cliffe Woods - designated 2015
- High Halstow – designated 2018
- Hoo St Werburgh and Chattenden – designated 2018
- Arches (Chatham) – designated 2019
- Frindsbury Extra – designated 2022

Cliffe and Cliffe Woods
Cliffe and Cliffe Woods is the most advanced plan, and an independent examination is arranged for September 2022. The Council consulted on the submitted Neighbourhood Plan in Spring 2022. A limited number of comments were received, potentially indicating that key issues had been made and addressed in previous rounds of consultation carried out by the neighbourhood planning group. The Planning Service has commissioned an examiner to carry out an independent Examination of the plan. His report is expected in late 2022. The Council will need to publish and consider the examiner's report and to decide on whether to send the plan to referendum. The Planning Service is liaising with colleagues in Electoral Services in readiness for the referendum stage.

High Halstow
High Halstow has consulted on its draft Neighbourhood Plan and supporting Design Code at Regulation 14 stage, and submitted its draft plan to Medway Council in November 2022. The Council is now preparing to publish the draft plan for consultation at Regulation 16 stage.

Hoo St Werburgh and Chattenden
The Hoo St Werburgh and Chattenden neighbourhood planning group has submitted a draft plan to the Planning Service to provide a Strategic Environmental Assessment/Habitats Regulation Assessment screening report. This is in advance of the group's plans to consult locally on its draft plan in coming months at Regulation 14 stage. The Planning Service will continue to seek opportunities for collaboration, particularly through work on the emerging Local Plan and consultation on the Hoo Development Framework.

Arches (Chatham)
The Arches (Chatham) Neighbourhood Forum has prepared a draft plan that seeks to deliver sustainable development in Luton and parts of the adjoining Chatham town centre. The forum has been liaising with Medway Council throughout the preparation process. The forum has completed a stage of local consultation (at 'Regulation 14') and is intending to submit its plan to Medway Council in late 2022. The Council will then need to publish the plan for further consultation (at 'Regulation 16') and arrange an independent examination of the plan.

Frindsbury Extra
The parish of Frindsbury Extra was designated in Spring 2022 as a Neighbourhood Area for the purpose of preparing a Neighbourhood Plan. The Council has notified the parish council of the formal designation and has arranged a joint meeting to progress discussions.

For further details and updated on all neighbourhood plans in Medway and support available from the council, please visit the council's website at:

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

Local Aggregate Assessment
In line with the requirements of the National Planning Policy Framework and the Planning Practice Guidance on the Managed Aggregate Supply System, the Council has prepared a Local Aggregate Assessment covering operations and sales in 2021. 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 Medway Local Aggregate Assessment 2021 has been approved by members of the South East England Aggregates Working Party (SEEAWP). The Local Aggregate Assessment is available to view at:

https://www.medway.gov.uk/info/200149/planning_policy/597/local_development_scheme_and_monitoring/4

Waste Needs Assessment

An update to the Waste Needs Assessment has been commissioned to consider the waste management capacity and needs for the different waste streams over the plan period. The Waste Needs Assessment will ensure that the need for waste management facilities is considered alongside other spatial planning concerns. The council is following up on this work with neighbouring waste planning authorities through the Duty to Cooperate. The first Waste Needs Assessment has been published on the Council's website:

https://www.medway.gov.uk/downloads/200542/medway_local_plan_2021_to_2037

Duty to Cooperate

From the outset of its work in preparing a new Medway Local Plan, the council has built in the need to meet the 'duty to cooperate', as integral to a legally compliant development plan. The duty to cooperate requires the council to *'engage constructively, actively and on an ongoing basis'* with other Local Planning Authorities and Public Bodies to address *'strategic matters'*. In particular the duty to cooperate requires the Council to work with neighbouring authorities, including Kent County Council, to address strategic issues that *'cross administrative boundaries'* for example the provision of infrastructure or meeting housing needs. The government has provided details on the Statements of Common Ground requirements, to provide greater clarity on strategic cross border matters to be considered, and how local planning authorities should approach these issues.

Medway Council has collaborated with neighbouring authorities, where there have been opportunities, in the preparation of evidence base documents. The council jointly commissioned work with Gravesham Borough Council on a North Kent Strategic Housing and Economic Needs Assessment at the outset of the plan making process, and more recently on an update to its local housing needs assessment, retail needs assessment, employment land needs assessment, and gypsy and traveller accommodation needs. The Council has gathered information from neighbouring local planning authorities to inform its evidence base documents, such as the Strategic Transport Assessment. Medway Council has also provided information to neighbouring authorities to assist their plan making processes

The Council has taken steps to progress strategic cross border working through constructive engagement with neighbouring authorities and statutory consultees. It has participated in strategic working at the north and mid Kent area on transport and development matters, notably the Lower Thames Crossing.

Officers also regularly attend meetings of Transport for the South East, the Kent Planning Policy Forum, and the Kent Planning Officers Group. The Council is also a member of the regional planning groups for waste and minerals.

Work is advanced in drafting Statements of Common Ground with neighbouring authorities and statutory consultees to support the preparation of the draft plan. A draft Statement of Common Ground between Medway Council and Maidstone Borough Council has been published with the materials for the examination of the Maidstone Local Plan Review.

Plan Making

The Council has continued to engage with neighbouring authorities both at key stages in plan making, and on an ongoing basis in relation to strategic projects, and through sub-regional working groups and committees. During the last year, meetings have been held with individual neighbouring Local Authorities to address duty to co-operate requirements, the drafting of statements of common ground on an iterative basis, and the consideration of key strategic cross boundary matters. Duty to co-operate meetings have been convened with statutory organisations to consider the strategic focus of statements of common ground.

Neighbouring authorities continued to progress to publication of their Regulation 18 and 19 draft plans in 2021 and 2022. These include the Regulation 18 consultations on the Tonbridge and Malling Local Plan in 2022, and the Swale Local Plan in December 2021, and the examinations of the Dartford and Maidstone Local Plan reviews in 2022. The Council has provided representations on cross boundary matters, including impacts for Medway arising from proposed development allocations close to its administrative boundary. These matters are also being addressed within a duty to co-operate context and by drafting of iterative statements of common ground with individual neighbouring local authorities. The Council will continue to engage with neighbouring authorities with the objective of securing sustainable development.

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

Bespoke Duty to Cooperate meetings
Meetings have been arranged to specifically discuss strategic matters, evidence base work and plan making with neighbouring planning authorities in Swale, Gravesham, Maidstone, Dartford, Tonbridge and Malling, and Kent County Council. The Council has also held a number of meetings with Natural England, National Highways, Historic England, and the Environment Agency in relation to the preparation of the new Medway Local Plan. A key area of work for Medway Council over the year continues to be transport, and the Council has continued to engage with National Highways through the process of the Strategic Transport Assessment and major schemes.

Improving health and wellbeing is a key objective of the emerging Local Plan. The Council has therefore continued its contact with the NHS Foundation Trust and the Kent and Medway Integrated Care Board, to strengthen links between the Local Plan, service planning, and improved health outcomes.

Consultations & Representations
Officers monitor publications and consultations by neighbouring authorities and other public bodies, making formal representations where appropriate. This has included representations on neighbouring local authorities Regulation 18 consultations and Regulation 19 draft local plans, as highlighted above.

Regular Partnership and Project Meetings
Regular liaison meetings take place with our neighbours through the Kent Chief Planners Group and the Kent Planning Policy Forum, 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.

Waste and minerals are of particular significance to strategic planning. The Council is a 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. The Council has progressed Duty to Cooperate activities with neighbouring waste planning authorities following up on the Medway Waste Needs Assessment, which forms part of the Local Plan's evidence base.

On environmental issues, the Council participates in the North Kent Environmental Planning Group, which seeks to develop shared evidence and integrated best practice in planning for the internationally important estuaries and marshes of the Thames, Medway and Swale. This led to the development of the Birdwise programme. A Management Board with representatives of councils and voluntary organisations across north Kent, oversees the implementation of the North Kent Strategic Access Management and Monitoring scheme (SAMMS). This works on a strategic approach to managing and mitigating the potential impact resulting from recreational disturbance to the Special Protection Areas and Ramsar sites 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, and has adopted the Kent Downs AONB Management Plan 2021-26, This forms part of a statutory duty to conserve and enhance the designated landscape of the Kent Downs.

In addition, Medway Council participates in work coordinating planning for the natural environment, such as the Kent Nature Partnership. This has included work in preparing for the implementation of Biodiversity Net Gain. A strategic approach to the natural environment will be further strengthened through work on local nature recovery networks, Green and Blue Infrastructure Frameworks, and Medway Council will work with statutory bodies, neighbouring authorities and community and voluntary groups to progress related biodiversity initiatives

Medway Council is a member of the Greater North Kent partnership and engages in wider collaboration across the Thames Estuary, such as the Thames Estuary Production Corridor.

The council has continued to work with Tonbridge and Malling on cross border planning issues for Innovation Park Medway.

Delivering Development

The council published an updated Housing Delivery Test Action Plan in July 2022. The action plan was produced in response to the Housing Delivery Test (HDT) results published in January 2022 because delivery was below the 95% threshold.

The HDT is a measure of the number of homes delivered in the preceding three years compared with the defined local housing need. It was introduced to encourage local authorities to take action to address the causes of low rates of housing delivery and it supports the government's target of delivering 300,000 new homes a year by the mid-2020s.

	2018-19	2019-20	2020-21	Total	Percentage result
Number of homes required	1,672	1,550	1,111	4,332	67%
Number of homes delivered	647	1,181	1,067	2,895	

This action plan:

- Considers Medway's development context and reviews historic performance on housing delivery.
- Explains measures the council has already adopted to monitor and encourage housing delivery.
- Reviews actions supporting delivery from the last plan and their impact
- Has gathered evidence on strategic sites with planning permission to understand the build out rate and the barriers that are preventing these homes being built (and at a quicker rate).
- Proposes measures to contribute to increasing the amount and speed of delivery of new housing.
- Sets out measures to continue monitoring housing delivery and understanding factors influencing delivery rates.
- Includes a timetable to review this plan.

The council has recognised the importance of housing delivery for many years and works with stakeholders to encourage the delivery of homes. The council is working corporately towards maximising regeneration and economic growth, and this includes progressing the local plan and engaging with developers and landowners. The council is also delivering sites through Medway Development Company (MDC) and via its Housing Team. The preparation of this action plan has been informed by the work the Planning Service has been undertaking on housing delivery and the preparation the new local plan.

The action plan considers Medway's context. Regeneration and new infrastructure have contributed to significant change to the area. Much of the development potential is on brownfield sites and whilst successful at transforming the urban landscape, has taken longer to build out. The council continues to promote regeneration and reuse of brownfield sites but has recognised the need to deliver greenfield sites outside the Local Plan boundaries to meet the identified local housing need.

The report also considers how Medway will perform in future HDTs based on the housing trajectory published in last year's AMR (2020/21). This shows that there is the potential to pass the HDT by 2025.

2019	2020	2021	2022	2023	2024	2025	2026
46%	55%	67%	84%	87%	86%	98%	108%
1st action plan and 20% buffer	2nd action plan and 20% buffer	Action plan, 20% buffer and presumption in favour of sustainable development	Action plan and 20% buffer	Action plan and 20% buffer	Action plan and 20% buffer	No imposed measures	No imposed measures

However, this recognises the need to have a sustained increase in housing delivery to achieve this, as is currently proposed by developers. Delivery in 2021/22 was above 1,000 units again so the significant increase seen in the last two monitoring years has been sustained. The trajectory in the last AMR shows a reduction in the number of homes to be delivered in the next couple of years and that is reflected in the prediction of HDT performance. However, it is clear the efforts to permit greenfield sites has left Medway well placed to continue delivering new homes, even if at a slower rate and this has contributed to a step change in the number of homes being delivered each year.

The report details progression of actions in the 2021 Action Plan, as well as other activities the council has undertaken this year that will support housing delivery.

There is a detailed examination of areas of direct and indirect influence. It reviews the internal processes in the Planning Service, covering both policy and development management. The report then looks at wider factors affecting housing supply and demand. It considers how the council can encourage leadership, improve the attraction of Medway and other possible entrepreneurial actions it could take to promote the housing investment in the area.

In many of these areas, the council has been proactive in taking steps that help promote housing delivery. There is much to be applauded and continued but we have also identified some areas with scope for improvement where the council can take action to address under delivery of housing. Some actions will see immediate results. Others will take longer to show impact but are essential for medium to long term delivery.

Key conclusions from the analysis
There has been an increase in the number of planning permissions for dwellings in recent years, but this is still not at a high enough level to deliver the level of identified local housing need. The defined local housing need has increased significantly, and the council has taken action to permit more schemes including larger schemes on greenfield sites. This is now having a positive effect on the number of new homes being built. This needs to be sustained to increase the rates of delivery and pass the HDT in coming years.

A key action is the publication of the new local plan as it will provide the spatial strategy to meet the local housing need. There has been detailed work carried out on site assessment to demonstrate that development can be delivered, is viable and can come forward in a timely way to provide for a five-year housing land supply. This is shown in the most recent Strategic Land Availability Assessment and Brownfield Land Register. The council is carrying out a further update and has issued a Call for Sites in November 2022, to support work on the Regulation 18 consultation in 2023.

The analysis shows that communication with stakeholders through ongoing engagement activities is an important part of Medway's influence over the delivery of housing.

There is a breadth of work happening across the council that will have a positive impact on the delivery of housing including within the Planning Service. The delivery of regeneration projects and wider investment in infrastructure will ensure the council can continue to meet its own regeneration aspirations and housing delivery whilst supporting the development sector to continue delivering in Medway.

Many of the factors influencing housebuilding are external to the Planning Service and Medway Council, such as mortgage rates and lending criteria. The implementation of the action plan will be monitored with more work being done to understand how to increase housebuilding. The council continues to promote Medway as a successful and attractive place in which to live, work, learn and visit.

Development and Regeneration

Medway is a leading conurbation in the south east and has a high profile regeneration programme that is transforming redundant brownfield sites. This is most notable in the Chatham Maritime area and the wider urban waterfront areas, such as Rochester Riverside and Temple Wharf. However, there are also clear signs of redevelopment in more central areas including Chatham, as an important component of establishing Medway's contemporary urban character. The council champions this growth that is delivering investment in new homes, jobs and services and opening up opportunities for residents. There is increasing confidence in the market, attracted by the spectacular settings of our waterfront sites and the leadership and investment provided by the council to bring forward key locations, such as Strood Riverside. The council's regeneration strategy sets out our further ambitions for the area's successful future. Strategic brownfield sites can take longer to develop and are more costly. Many sites in Medway have benefitted from investment, such as land decontamination and flood defences, to facilitate delivery. The council has led on this work over the last 20 years and continues to establish the conditions for successful development.

The Council is committed to securing investment that can deliver its vision for Medway, as a leading waterfront learning city. Funding has been secured through the South East Local Enterprise Partnership to improve infrastructure and boost the economy. The council successfully secured £170m from its 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.

Medway Council has been working in partnership to address the wider and longer term impacts arising from Covid and wider structural changes. This work links to corporate strategies, including the new Local Plan, and programmes such as the Future High Streets Fund, that is focused on managing change and development in Chatham. The council secured support from the Department for Levelling Up, Housing and Communities to develop a new design code for central Chatham as part of a national pilot programme.

Local Enterprise Partnership Funding

From 2014 to 2022 Central Government allocated funding for various projects to Local Enterprise Partnerships across the UK. Medway's funding was issued and managed by the South East Local Enterprise Partnership (SELEP). Medway has been granted investment for schemes through the Local Growth Fund, Getting Building Fund and Future High Street Fund (this includes the recently awarded Getting Building Fund investment at Britton Farm Mall and Innovation Park Medway and the Future High Street Fund at Chatham).

In 2021, Government introduced the Levelling-Up Fund (LUF). The council submitted a bid to Levelling Up Fund (LUF) Round 1 in June 2021. In October it was announced that the council was successfully awarded £14.4m LUF across its Chatham package of three cultural projects which aim to address the income, productivity and skills challenges Medway faces through investment in the cultural and creative industries, strengthening an existing cluster within Medway. The modernisation and refurbishment of the Brook Theatre, awarded £6.5m, will deliver affordable creative workspace to sit alongside digitally enhanced and upgraded accessible performance and rehearsal space. The Docking Station project, awarded £5.7m, will creatively repurpose an historic asset through delivering an innovative business incubation, research and teaching facility, and will promote collaboration between industry and academia, delivered by the University of Kent. The Fitted Rigging House, awarded £2.2m, is to be delivered by the Chatham Historic Dockyard Trust and is the second phase of a project that will bring back into use a Grade 1 listed building, to deliver a mix of larger format office floorplates, and aims to create a pathway for growth for creative industries to establish and upscale in Chatham. The three projects are progressing, and work on the funding agreements with Department for Levelling Up Housing and Communities (DLUHC), as well as with partners, is underway.

Scheme	Grant
Chatham Town Centre Regeneration £9.49m is being invested through Government's Future High Street Fund to inject investment to revitalise the High Street and improve visitor experience by March 2024. Projects include: • The Paddock (the greenspace between the bus station and the pentagon centre), the area will benefit from increased biodiversity with a diverse range of planting, an innovative water feature, as well as improved seating, accessibility and lighting; • The Brook Theatre received additional Levelling up Funding of £6.5m, alongside the Future High Street Fund grant to modernise and refurbish the Grade II listed theatre; • St John's Church, the Grade II listed church will be restored, in partnership with the Diocese of Rochester, as a place of worship and have community areas redeveloped to provide conference and event spaces for the creative and digital sectors; Plans are being reviewed for the former Debenhams store that will create jobs, increase footfall in the town centre, whilst supporting residents' needs; and the diversification of the first floor in the Pentagon Centre will provide NHS services, as well as an Innovation Hub that will support local entrepreneurs and small businesses.	**£9.49 m**
Medway City Estate Connectivity Improvement Measures See the Transport section for more information.	**£2 m**
Strood Town Centre Journey Time and Accessibility Enhancements See the Transport section for more information.	**£9 m**
Medway Cycling Action Plan See the Transport section for more information.	**£2.5 m**
Innovation Park Medway (Rochester Airport Technology Park) – four schemes This supports the development of a major new employment site, whilst also safeguarding the future of the airport.	**£10.4m**
Civic Centre Flood Defences Flood mitigation works at the former Civic Centre site in Strood are now complete.	**£3.5 m**
Britton Farm – Learning, Skills and Employability Hub Work to transform part of the disused supermarket mall began in 2021 and the Skills Hub is due to open in September 2022	**£1.99m**

Brownfield Land Register

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

Local Planning Authorities are required to publish and maintain a Brownfield Land Register. The purpose of the register is to encourage use of previously developed land and help boost the supply of housing. The Register is published every winter – the list published in December 2021 consisted of 60 sites, with capacity for just over 2,100 homes. 33 of these sites already had planning permission for just under 900 dwellings.

The current Medway Council Brownfield Land Register is available to view at:

https://www.medway.gov.uk/info/200149/planning_policies/140/brownfield_land_registers

Regeneration Sites - update

Rochester

Rochester Riverside *(pictured below)* is a flagship regeneration scheme for Medway. Medway Council and Homes England signed an agreement with Countryside and the Hyde Group to deliver a £400m development consisting of 1,400 new homes, a primary school, workspace, retail, leisure and health care facilities over the next 10 years.

The landmark and award-winning regeneration site is now well underway with a further 88 dwellings competed in 2021/22.

Further details are available at:

https://www.countrysidepartnerships.com/all-developments/london/parkside-quarter

Work is well underway to construct new buildings and to convert the former St **Bartholomew's Hospital** into 155 dwellings; these are expected to be completed within the next 3 years.

Further details are available at:

https://www.wardsofkent.co.uk/new-homes/development/1150/st.-bartholomews-place-rochester/

Chatham Waters

A mixture of development on this 14.6 ha site has already been completed in recent years (Waterfront University Technical College, Asda store and petrol filling station and the Mast & Rigging restaurant). Work is complete on the first phase of residential flats, with 199 completed last year 2020/21 and 193 completed in 2021/22. The next phase of 237 affordable homes is expected to be delivered by 2025, with the remainder of the site expected to be completed by 2027. When finished, the site will have delivered 950 new homes in total, consolidating this area as a new urban quarter, alongside St Mary's Island and Gillingham Waterfront (Victory Pier).

Further details are available at:

http://www.chathamwaters.co.uk/

Chatham Waterfront and other Medway Development Company (MDC) sites

Chatham Waterfront is a mixed-use development by Medway Development Company (MDC), comprising 175 apartments and over 1,000 square metres of commercial floorspace, along with significant public open space enhancements. Construction of this commenced in 2020/21 and will transform the waterfront of Chatham's town centre when it has been completed, which is expected to be by 2023/24.

Further details are available at:

https://www.medway.gov.uk/info/200177/regeneration/460/regeneration_in_chatham

Work is also well underway on MDC's **Garrison Point** project (*pictured below*) this year to redevelop the former car park at Whiffen's Avenue with 115 flats. This site is expected to be completed in 2022/23.

A third MDC project at **Mountbatten House** in the centre of Chatham is expected to deliver a further 164 residential flats around 2024/25.

Chatham Maritime

The development at **St Mary's Island** is nearing completion in the next couple of years, with just 88 dwellings left to build on the 1,760 dwelling regeneration site, which to date has also provided a Primary School, doctor's surgery, play areas and a community centre.

Further details are available at:

https://www.countrysideproperties.com/all-developments/kent/azure

The former Colonial Mutual site (**Colonial Wharf at Chatham Quayside**) makes steady progress delivering a further 31 new dwellings this year 2021/22, with the remaining 89 units expected to be complete by 2024.

Further details are available at:

https://www.persimmonhomes.com/new-homes/south-east/colonial-wharf

The conversion of two former office buildings at **Prince Regent House** and **Royal Sovereign House** is underway which will provide 72 units within the next two years.

Chatham

81 dwellings in total have been delivered at the former **Kitchener Barracks** as at 31/3/2022. When complete, 264 new homes will be provided, both by refurbishing the barracks building alongside new modern methods of construction with a move-in ready standard.

More details available at:

https://kitchenerbarracks.com/

Permission for 179 units has been granted on land bounded by **The Brook car park and Queen Street.**

Crownfields - redevelopment of the former golf driving range is well underway with 111 of the 131 units complete as at 31/3/2022. The site provides a range of dwellings from 1 bed flats to 4 bed homes.

Strood

Redrow Homes are well underway with their **Temple Wharf** development at the Temple Waterfront site with a further 49 dwellings delivered in 2021/22.

Further details are available at:

https://www.redrow.co.uk/developments/temple-wharf-strood-212375

Gillingham

Medway Development Company has started construction on a 5 storey block of 44 affordable flats at **Britton Farm Car Park in Jeffery Street**. These are expected to be complete by next year 2022/23.

The site which housed the former **NHS Walk in centre** at the top of Canterbury Street is well underway with the construction of 24 two bed flats.

Permission has been granted to convert the former **Canada House hospital** into 21 flats.

Hoo Peninsula

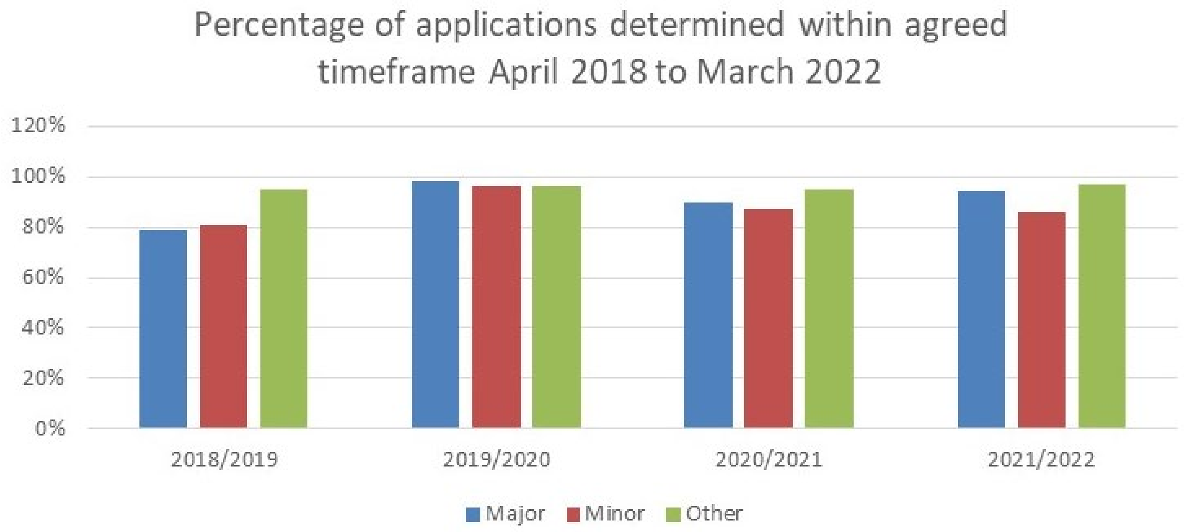
Much land is being promoted through the Local Plan, and a number of planning applications have also been approved in and around Hoo St Werburgh and villages across the wider peninsula. The majority of these are on greenfield, and many are already complete or currently under construction.

Development Management Planning Statistics

In 2021/22 1,617 planning applications were determined.

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

	2018/19 Nos	2018/19 %	2019/20 Nos	2019/20 %	2020/21 Nos	2020/21 %	2021/22 Nos	2021/22 %
Major	53	79%	62	98%	67	90%	65	94%
Minor	224	81%	356	96%	299	87%	301	86%
Other	817	95%	989	96%	944	95%	1,251	97%



Major
Large-scale major developments - where the number of residential units to be constructed is 200 or more or 1,000 square metres of industrial, commercial or retail floor space.

Small-scale major development - where the number of residential units to be constructed is between 10 and 199 inclusive.

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

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

Managing planning applications process

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.

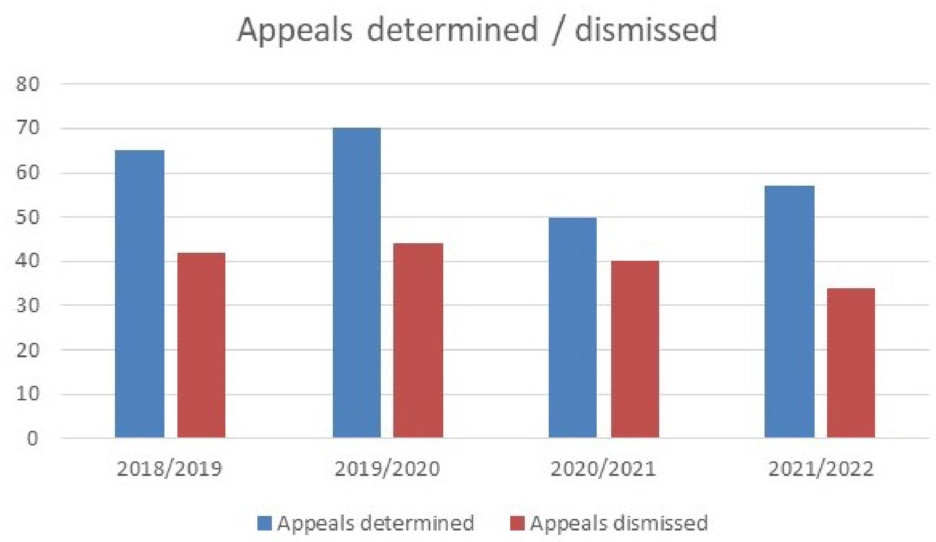
Planning Extension Agreements (PEA's)
A PEA is used to develop a bespoke timetable, whereby the timetable can be extended beyond 8, 13 or 16 weeks so long as the council and the applicant agree. Provided the council is able to meet the new agreed date, an application will be counted as satisfying the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

Appeals against planning decisions

During the year 2021/22, 57 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 60% of these appeals.

Table: Percentage of Dismissed Appeals

Year	Percentage Dismissed
2018-2019	65%
2019-2020	63%
2020-2021	80%
2021-2022	60%



Population

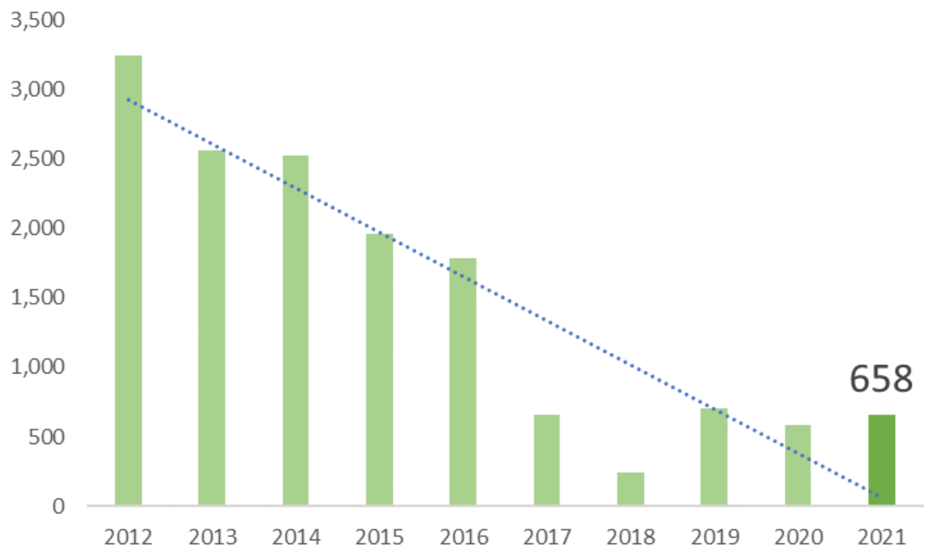
Census 2021

Medway's growth rate in 2021 at +0.24% (+658) continues the trend of relatively low growth in Medway over the last five years.

Table: Population growth

Year	MYE numbers	Medway numbers	Medway percent change	Kent Percent change	South East percent change	Eng & Wales percent change
2012	268,130	3,245	1.23	0.93	0.83	0.71
2013	270,689	2,559	0.95	0.88	0.78	0.67
2014	273,212	2,523	0.93	1.08	0.92	0.81
2015	275,176	1,964	0.72	0.91	0.85	0.83
2016	276.957	1,781	0.65	1.14	0.90	0.86
2017	277,616	659	0.24	0.92	0.56	0.62
2018	277,855	239	0.10	0.90	0.58	0.63
2019	278,556	701	0.25	0.82	0.51	0.55
2020	279,142	586	0.21	0.47	0.40	0.47
2021	**279,800**	**658**	**0.24**	**-0.8**	**0.7**	**-0.2**

Chart: Population growth in Medway between 2012 and 2021



Source: Census 2021 Population Estimates, Office for National Statistics.

The 2021 mid-year estimates are due to be published towards the end of 2022, historic estimates are correct as at 2021. Further information on Medway's population via the 2021 Census is available via this webpage:

https://www.ons.gov.uk/census

Intercensal population growth

Medway has seen a smaller rate of population growth than across Kent, the region and nationally.

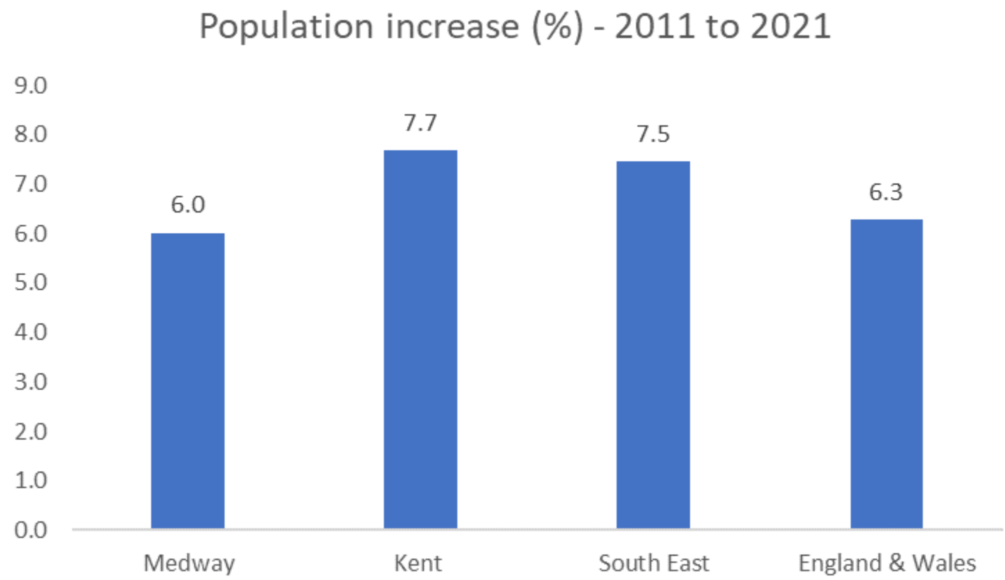
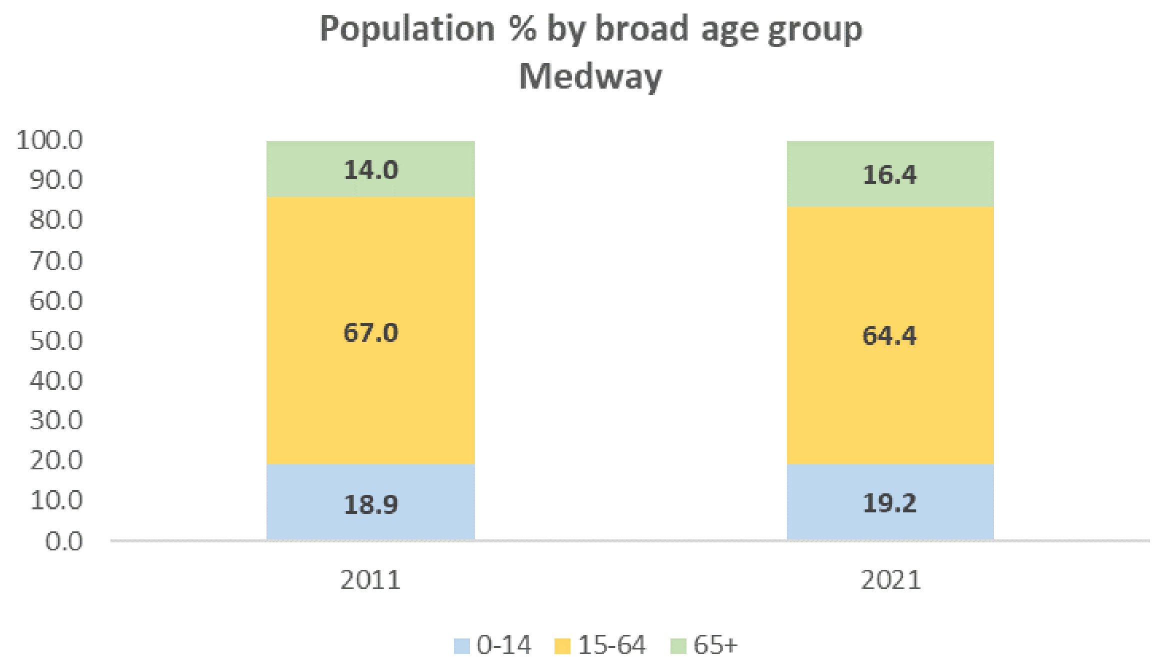


Table: Population growth - Medway

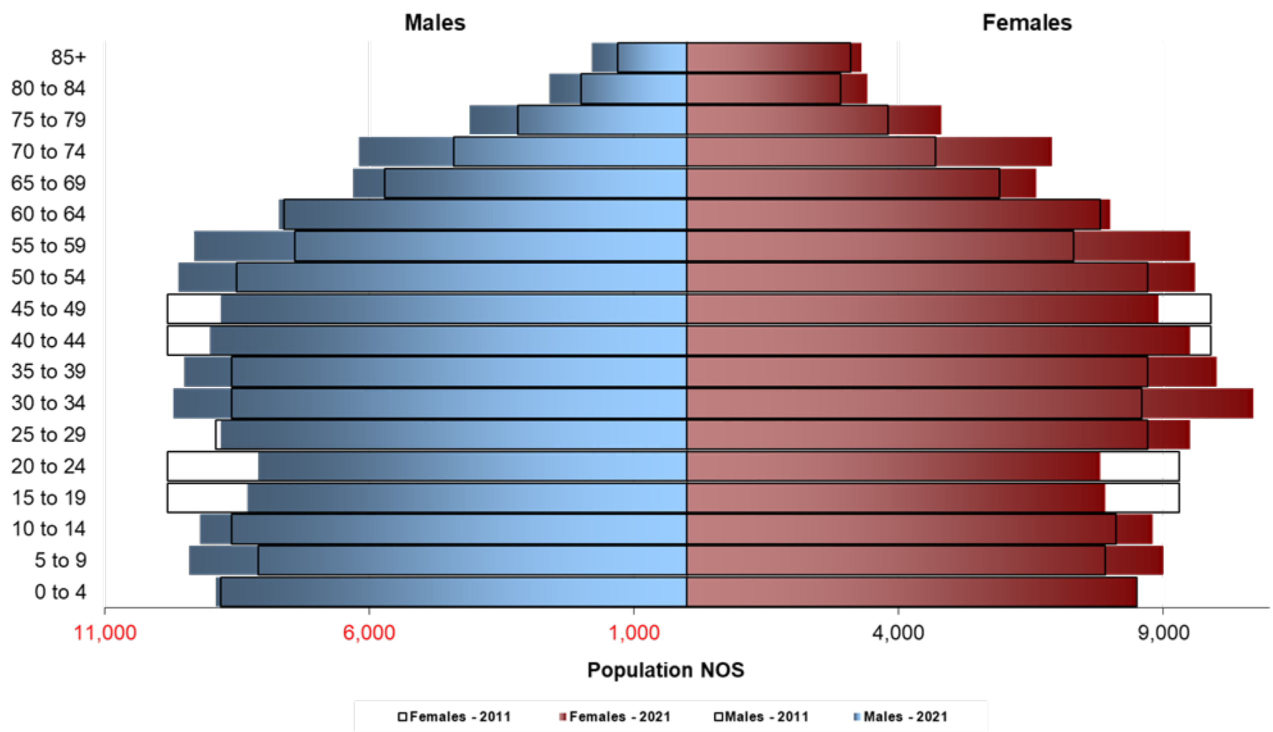
2011	2021	Change in Numbers	Change in Percent
263,925	279,800	15,875	6.0

Population 2011 to 2021

Medway population has changed in the past ten years with more younger people, more older persons and fewer 15 to 64's.

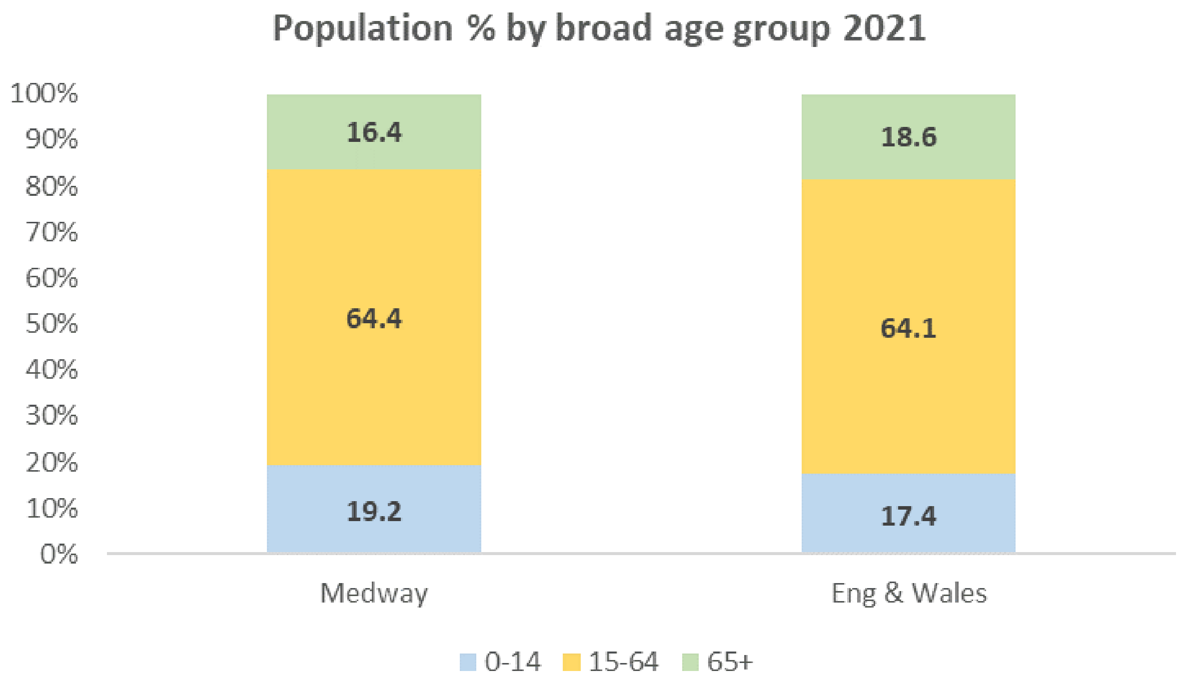


Medway Population pyramid 2011 to 2021 census



Medway population against national

Medway has a younger population than the national trend, with proportionally more younger persons and fewer older persons. Medway has a slightly higher proportion of population aged 15 to 64.



Source: Census 2021 Population Estimates, Office for National Statistics.

Further information from the Census is available at:

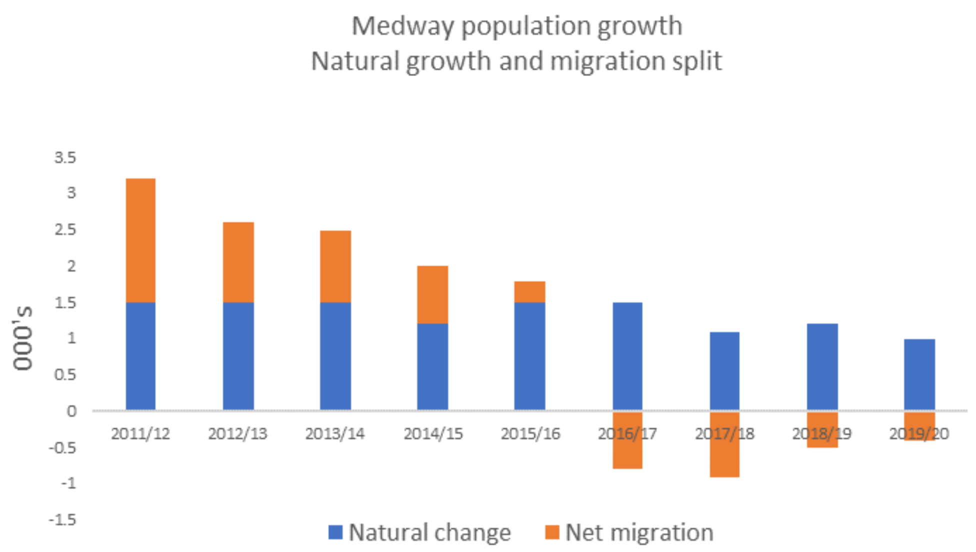
https://www.ons.gov.uk/census

Migration

N.B. – this section has remained unchanged since AMR 2021 due to change in scheduling of Mid-year population estimate 2021 due to publication of 2021 Census.

Natural growth remains Medway's main source of growth, however significant outward migration from Medway - most notably to parts of Kent - has reduced the overall level of growth in recent years

In 2020, 12,115 people moved out of Medway, which exceeded the inflow of 11,666. This resulted in a net loss of 449 residents via migration flows within the UK.



Medway had previously seen a trend of net inward flows up to 2016, which made a significant contribution to Medway's growth.

Table: Medway migration flows 2020

Internal Migration within UK to Medway	Internal Migration within UK From Medway	Internal Migration within UK Net	International Migration To Medway	International Migration From Medway	Net
11,666	12,115	-449	1,209	1,130	**79**

Table: Population trend – 2011/12 to 2019/20 (000's)

	Previous MYE	Live births	Deaths	Natural change	Internal migration (net)	International migration (net)	Net migration & other changes	Annual change (numbers)	Annual change (running average)	Current MYE
2011/12	264.9	3.6	2.1	1.5	1.5	0.1	1.7	3.2	2.7	268.1
2012/13	268.1	3.5	2.1	1.5	1.0	0	1.1	2.6	2.6	270.7
2013/14	270.7	3.6	2.1	1.5	0.4	0.5	1.0	2.5	2.5	273.2
2014/15	273.2	3.6	2.4	1.2	0.3	0.5	0.8	2.0	2.4	275.2
2015/16	275.2	3.6	2.2	1.5	-0.5	0.7	0.3	1.8	2.1	277.0
2016/17	277.0	3.6	2.2	1.5	-1.1	0.4	-0.8	0.7	2.7	277.6
2017/18	277.6	3.5	2.3	1.1	-1.2	0.3	-0.9	0.2	1.9	277.9
2018/19	277.9	3.5	2.3	1.2	-0.7	0.3	-0.5	0.7	1.8	278.6
2019/20	**278.6**	**3.3**	**2.4**	**1.0**	**-0.4**	**0.1**	**-0.4**	**0.6**	**1.6**	**279.1**
Total growth		**28.5**	**17.7**	**11**	**-0.3**	**2.8**	**2.7**	**13.7**	**-**	**-**

Migration outflows

The main destinations for movers out of Medway in 2020 were to: Swale, Maidstone, Tonbridge & Malling, Canterbury and Gravesham.

Table: Top 5 destinations

Swale	**1,338**
Maidstone	1,082
Tonbridge & Malling	614
Canterbury	483
Gravesham	434

Migration Inflows

The main origin areas of movers to Medway were: Gravesham, Swale, Maidstone, Bexley, then Greenwich.

There was a significant flow of migrants from London, with 4,350 people moving to Medway from London. The largest flow to Medway were from areas of South East London.

Flows to Medway from London were down slightly on the previous year. Migration from London tends to fluctuate annually, however over the past six years, on average, annually around 4,500 people moved to Medway from London.

Table: Top 5 origins

Gravesham	**807**
Swale	705
Maidstone	668
Bexley	587
Greenwich	555

Source: Mid-Year Estimate 2020, Office for National Statistics licensed under the Open Government Licence. © Crown copyright 2021.

Future growth - Population projections

Demographic projections show significantly lower growth for Medway since the 2014 based projections published in 2016, which are used in the calculation of Local Housing Need.

The 2014 based projections showed predicted growth 4.7 times higher than that shown in the 2018-based projections.

The projections are based on past growth rates, as the mid-year estimates show a decreasing rate of growth, the level of growth has been adjusted downwards with each series.

Table: Medway Population growth – numbers

	2023-27	2027-31	2031-35	2035-39	2023-39
2018 based	2,342	1,956	1,958	2,386	**8,643**
2016 based	8,747	8,119	7,507	7,197	**31,569**
2014 based	10,810	10,374	9,933	9,540	**40,658**

Table: Medway Population growth – Percent

	2023-27	2027-31	2031-35	2035-39	2023-39
2018 based	0.83	0.69	0.68	0.83	**3.07**
2016 based	2.98	2.69	2.36	2.27	**10.77**
2014 based	3.61	3.35	3.01	2.89	**13.59**

Source – Subnational population projections for England: 2018 based, Office for National Statistics (ONS).

Further information on population projections is available at:

https://www.ons.gov.uk/releases/subnationalpopulationprojectionsforengland2018based

Population growth by age group

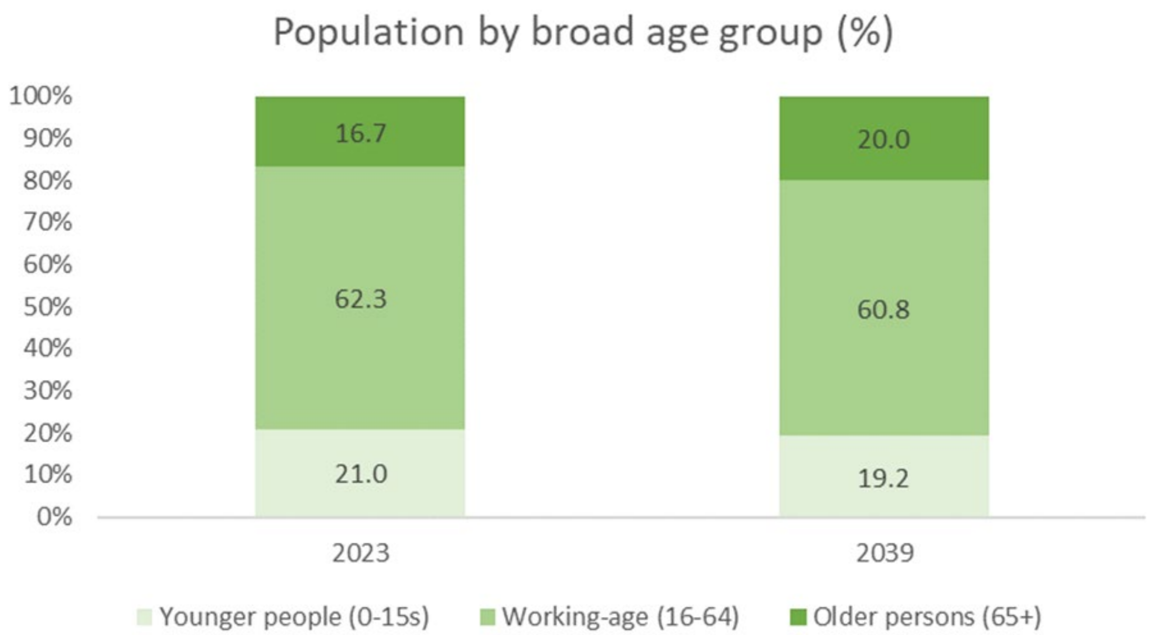
The chart below shows the changing age structure of Medway's population by life stage to 2039.

The number of older persons in Medway will increase significantly, with an extra 11,000 older residents by 2039, increasing by just under one quarter over the plan period. By 2039 just over six percent of the population will be aged 65+.

Younger people see the largest decrease, with 3,485 fewer younger residents, while the working-age population will increase slightly in size over this period.

Table: Population growth by broad age group – Medway

	2023	2039	Change in numbers	Change in percent
Younger people (0-15)	58,990	55,770	-3,220	-5.5
Working age (16-64)	175,390	176,313	923	0.5
Older persons (65+)	47,027	57,967	10,940	23.3
Total population	**281,408**	**290,050**	**8,643**	**3.1**



Indices of Deprivation

The Indices of Deprivation are a unique measure of relative deprivation at a small local area level (Lower-layer Super Output Areas) across England. These bring together a range of data sets and are published in a linked set every 3-4 years. The latest set of indices were published in 2019.

The Indices of Deprivation consist of the following seven themes: Income, employment, education, health, crime, barriers to housing & services and the living environment. Full details of the Indices of Deprivation 2019, the themes and the different datasets, or indicators used to calculate these are available via on the MHCLG website:

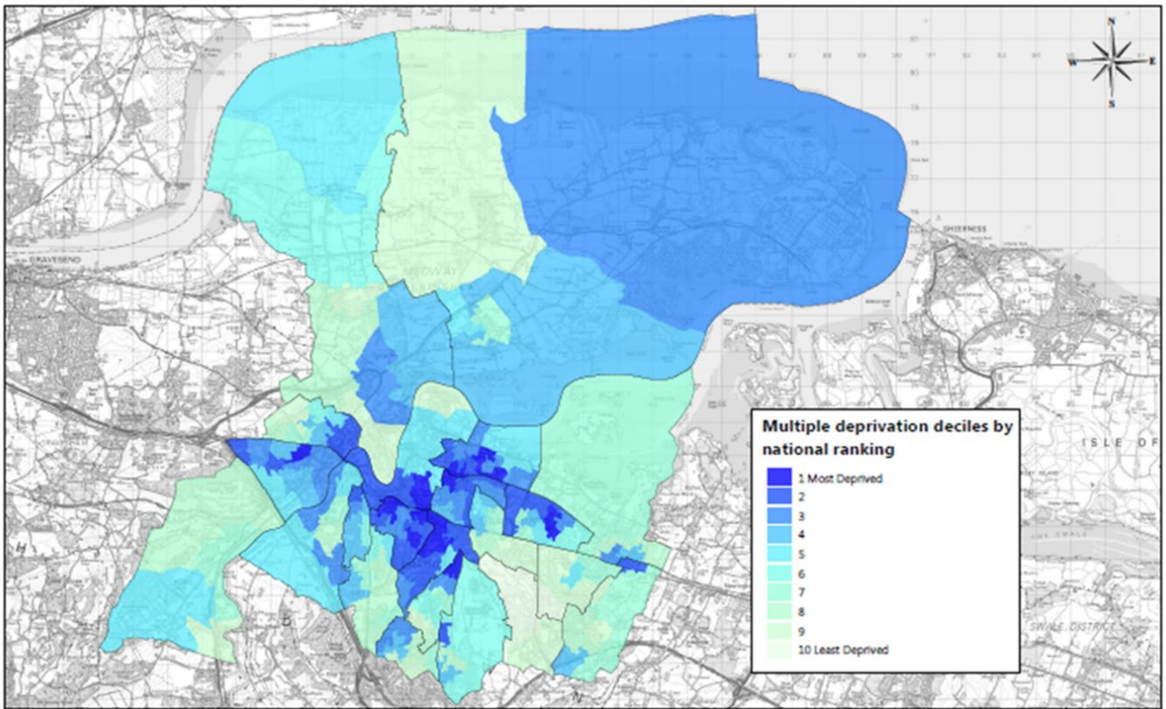
https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019

Medway is ranked in the 30% most deprived local authorities nationally in the 2019 Indices of Deprivation (IoD), in 2015 it was ranked in the 37% of most deprived local authorities nationally. Medway is ranked 93rd most deprived local authority of 317 in England in the latest indices.

Medway has fourteen neighbourhoods ranked in the 10% most deprived and thirty-seven in the 20% most deprived nationally.

Medway appears to fair worst in the crime domain, ranking in the most deprived 10% of local authorities nationally for crime.

Medway has an additional two areas in the most deprived 10% nationally and an additional five in the most deprived 20% nationally since the IoD 2015.



The English Indices of Deprivation 2019 (IoD2019) - Index of Multiple Deprivation (IMD)

More information on the IoD can be found in the Economy & Employment, Health & Communities and Infrastructure (Education) sections of this report.

Housing

The preparation of the new Local Plan involves defining a housing target to address the development needs of Medway's communities up to 2037. Government has stated that it expects local planning authorities to use its Standard Method with 2014 based household projections for calculating local housing needs. This was confirmed in December 2020, following consultation on a proposed alteration to the formula.

The current Standard Method formula for calculating Local Housing Need indicates a need for 1,675 homes a year.

Esquire's Woodlands development at Cliffe Woods

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

In 2021/22 1,102 units were completed, maintaining the run in recent years of delivery over 1,000 dwellings; indeed it was the second highest number of homes delivered in a year in Medway since it became a Unitary Authority in 1998. However, it was still 565 dwellings below the requirement of 1,675.

Table: Net additional dwellings

	Completions	*Requirement	Deficit
2018/19	647	1,683	-1,036
2019/20	1,130	1,662	-532
2020/21	1,082	1,586	-504
2021/22	**1,102**	**1,675**	**-573**

*defined by the Government's standard method of calculating local housing need

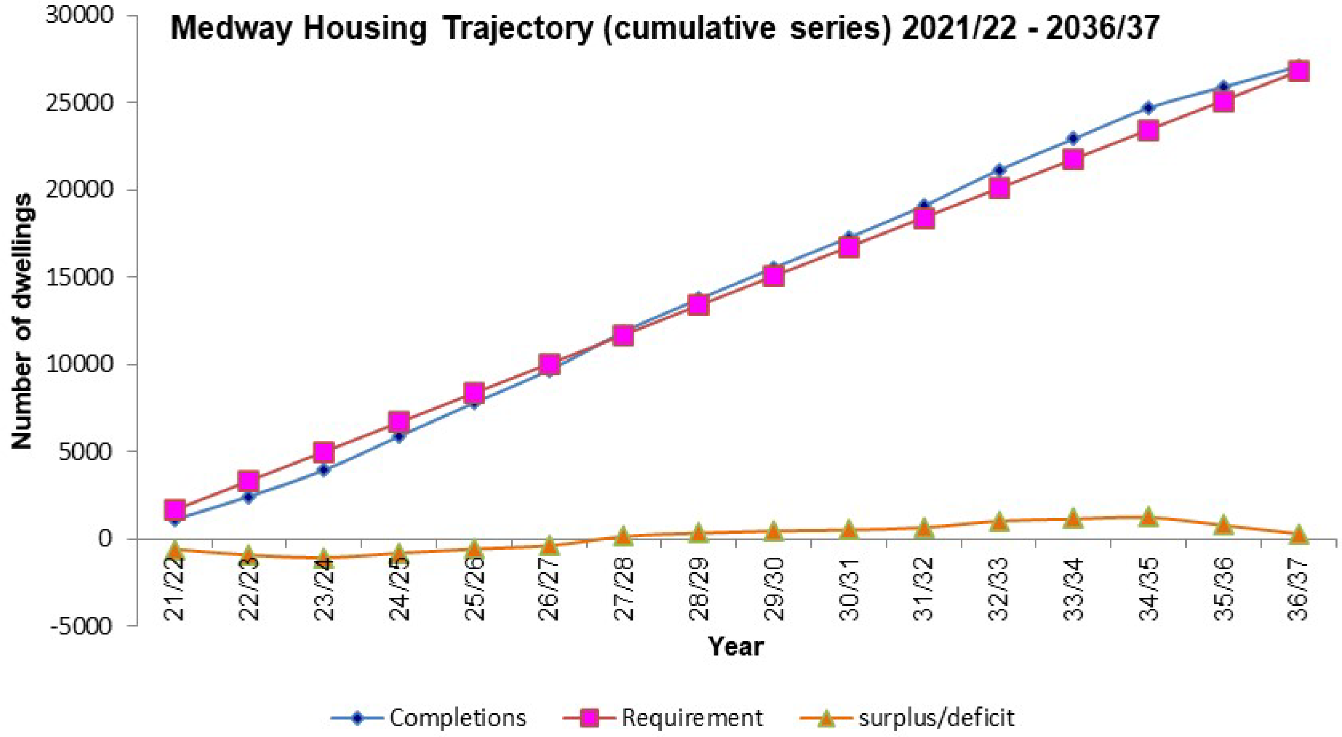
Number of new and converted dwellings on previously developed land

In 2021/22, 53% of all residential completions were on previously developed land (PDL).

Housing Trajectory 2021/22 – 2036/37

The housing trajectory shows phasing over the period 2022/23-2036/37 (15 years), as well as contributions from completions this year 2021/22 when the current housing target of 1,675 commenced. Phasing is made up of sites with planning consent, potential emerging Local Plan site allocations as identified in the Strategic Land Availability Assessment and windfalls. A detailed breakdown of the trajectory is set out in Volume 2 of the AMR. It is recommended that this is also read alongside the Strategic Land Availability Assessment December 2019 review.

Planning officers consult with developers on larger sites annually to check the projections on phasing for development. This information is then used to produce the development trajectory. Officers from Planning, Regeneration and Housing services meet to critically assess the realistic prospects of proposed trajectories on large sites, based on past performance rates and current market circumstances. There has been a good level of input by developers this year and this was used alongside current knowledge on phasing to forecast housing supply.



Trajectory

21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37
Completions	**Projected Annual Completions**														
1,102	1,334	1,525	1,944	1,912	1,874	2,216	1,868	1,800	1,734	1,816	2,059	1,792	1,771	1,204	1,184
	Projected Cumulative Completions														
1,102	2,436	3,961	5,905	7,817	9,691	11,907	13,775	15,575	17,309	19,125	21,184	22,976	24,747	25,951	27,135
	Annual Housing Requirement														
1,675	1,675	1,675	1,675	1,675	1,675	1,675	1,675	1,675	1,675	1,675	1,675	1,675	1,675	1,675	1,675
	Cumulative housing requirement														
1,675	3,350	5,025	6,700	8,375	10,050	11,725	13,400	15,075	16,750	18,425	20,100	21,775	23,450	25,125	26,800
	Cumulative surplus/shortfall														
-573	-914	-1,064	-795	-558	-359	182	375	500	559	700	1,084	1,201	1,297	826	335

Property prices

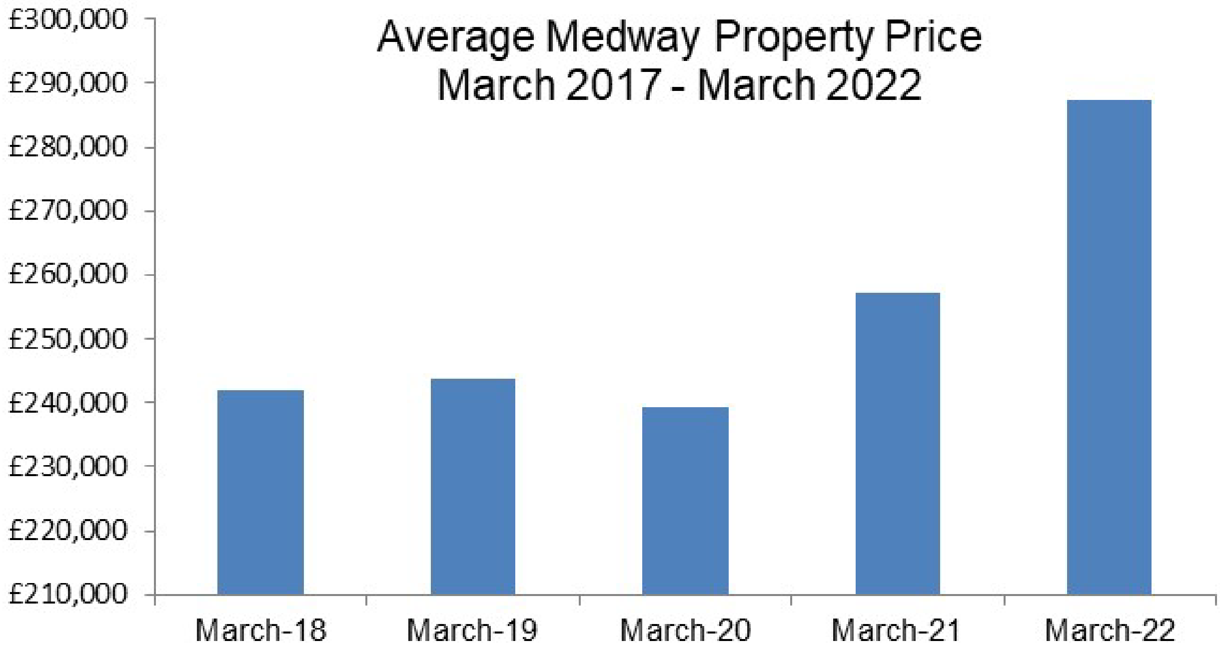
Medway generally has a lower value development market than neighbouring districts, but there is marked variation in land values and residential property prices across the area.

During the last year Medway house prices have continued to increase by a far higher percentage (11.7%) than normal from year to year, with a similar increase in Kent (11.8%). Prices in Kent and Medway increased more over the year than in the South East (10.4%) and England (9%). During this period in an effort to prevent the coronavirus pandemic slowing the housing market, the government reduced Stamp Duty Land Tax rates in England and Northern Ireland, which is likely to have made an impact on house prices. This reduction ceased on 30 September 2021.

Despite a 1.8% fall in house prices between March 2019 and March 2020, over the last 5 years the average cost of buying a home in Medway has risen by nearly 19%.

Table: The percentage change in average prices of all properties

	March 2018	March 2019	March 2020	March 2021	March 2022	% Difference between March 2021 and March 2022
Medway	**£242,000**	**£243,664**	**£239,359**	**£257,189**	**£287,211**	**11.7%**
Kent	£289,553	£290,914	£291,604	£314,557	£351,634	11.8%
South East	£319,876	£317,129	£323,167	£346,148	£382,243	10.4%
England	£240,428	£242,982	£249,121	£271,640	£295,972	9%



Source: Crown copyright Land Registry Property Prices extracted from website 19th August 2022 – please note this data is subject to change and amendments which is why some figures may not match those published in previous AMRs
https://landregistry.data.gov.uk/app/ukhpi

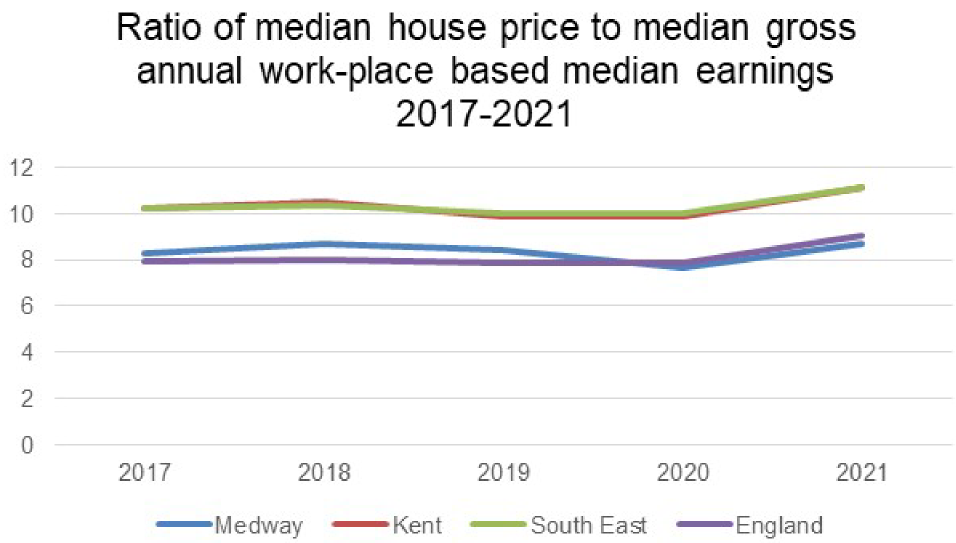
Housing affordability
House price to earnings

Housing affordability ratios provide an indication of the relative financial accessibility of an area's housing market to local workers. It is calculated by dividing house prices by annual earnings and has been a key element used in the Government's standard method for calculating housing need.

In 2021 the housing affordability ratio in Medway stood at just over 8.7, meaning that the average property in Medway costs a little over eight and a half times the average annual salary. However, with significant increases in the affordability ratios in wider comparator areas, housing in Medway is now more affordable than nationally (9.05), regionally (11.1) and across the county of Kent (11.16).

Housing affordability in 2021 has worsened in Medway over the last year and is currently the least affordable it has been since it became a Unitary Authority in 1998. This is a trend which is seen nationally, regionally and across Kent.

	2017	2018	2019	2020	2021	2020-2021 ratio change
Medway	**8.28**	**8.67**	**8.41**	**7.69**	**8.72**	**+1.03**
Kent	10.23	10.49	9.89	9.88	11.16	+1.28
South East	10.25	10.37	10.05	10.01	11.12	+1.11
England	7.91	8.04	7.88	7.86	9.05	+1.19



Source*:*
https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/latest
Please note this data is subject to change and amendments which is why some figures may not match those published in previous AMRs

Affordable Housing

A significant proportion of the population is unable to afford the cost of purchasing a home outright. As such it is important to maintain an adequate supply of 'affordable housing' to ensure that the whole population has a satisfactory place to live. The Council's current target is to seek at least 25% of homes to be affordable homes on any site meeting the Council's size thresholds.

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. Therefore, for consistency with our analysis they are compared to the gross total completions number and not the net (for which there is a difference - the net figure is lower because it takes into accounts dwellings that have been lost through demolition or conversion).

The number of affordable completions has fallen to 17% of all gross completions.

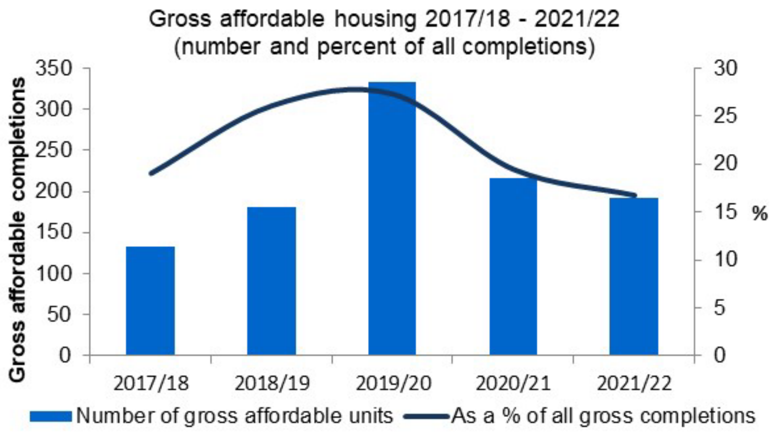
For sites built out in the year 2021/22 the breakdown of houses and flats by number of bedrooms is shown in the table below. Just under two times as many flats than houses were completed. The majority of new properties were for smaller households providing 1 and 2 bedrooms, although there were also a large number of 3 bedroom houses completed.

Table: Affordable Completions (gross) by property type and number of bedrooms 2021/22

Number of bedrooms	Houses/Bungalows	Flats
One	2	64
Two	18	57
Three	46	0
Four or more	5	0
Total	**71**	**121**
Total % split	**37%**	**63%**

Table: Gross affordable completions

	Gross affordable completions	Number of gross completions	As % of all gross completions
2017/18	132	695	19%
2018/19	181	695	26%
2019/20	333	1,222	27%
2020/21	216	1,114	19%
2021/22	**192**	**1150**	**17%**



Residential completions by property type and size

There were more houses than flats delivered on fully built out large sites this year, the majority being 4 bedrooms or more. Most of these larger properties were built on sites such as at Four Elms Hill Chattenden, Heronden Grange at High Halstow and the Darland View Development in Hempstead. The majority of flats built were 1 bedroomed.

Table: Completions (gross) on large sites by property type and number of bedrooms 2021/22

Number of bedrooms	Houses	Flats
One	0	76
Two	17	57
Three	90	0
Four or more	144	0
Total	**251**	**133**
Total % split	**65%**	**35%**

Please note, this table only shows large sites (5+ dwellings) which have been completely built out; it does not include sites where completions have occurred with the remainder still under construction.

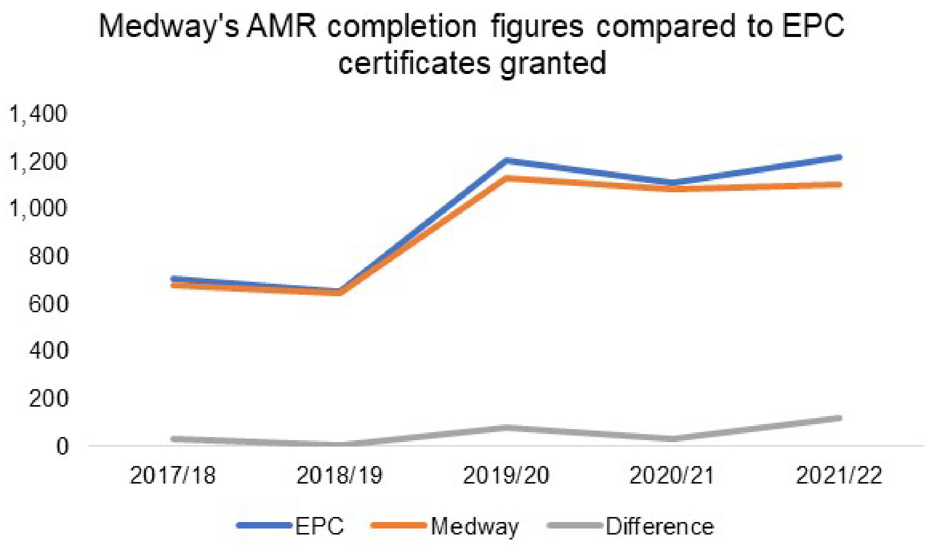
Lodgement Completions - Energy Performance Certificates (EPCs)

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

Comparing EPC lodgement completions with Medway's Annual Housing Completions

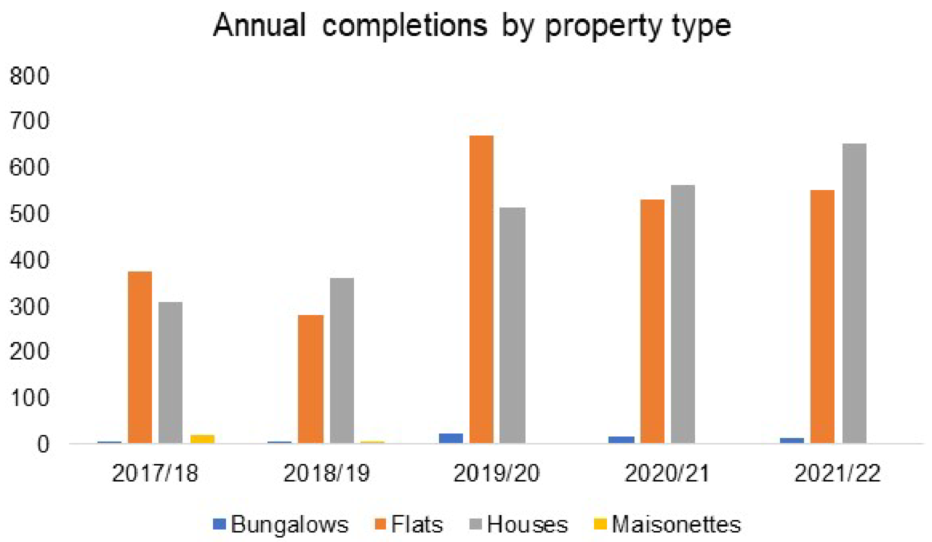
Each type of dwelling is referred to as a lodgement. The number of lodgements is different to the number of actual completions per year due to differences in the EPC requirements and definitions used when counting completions for the annual survey. Using the EPC figures can give an early indication as to what the housing completion figures might be for each year. On average, over the past 5 years, there was an overall 5% difference between the two, with the EPC certificates coming out slightly higher.

Year	Total Number of Lodgements	Annual completions	Difference	% Difference
2017/18	708	680	28	4%
2018/19	653	647	6	1%
2019/20	1,206	1,130	76	7%
2020/21	1,112	1,082	30	3%
2021/22	**1,220**	**1,102**	**118**	**10%**
Total	**4,899**	**4,641**	**258**	**5%**

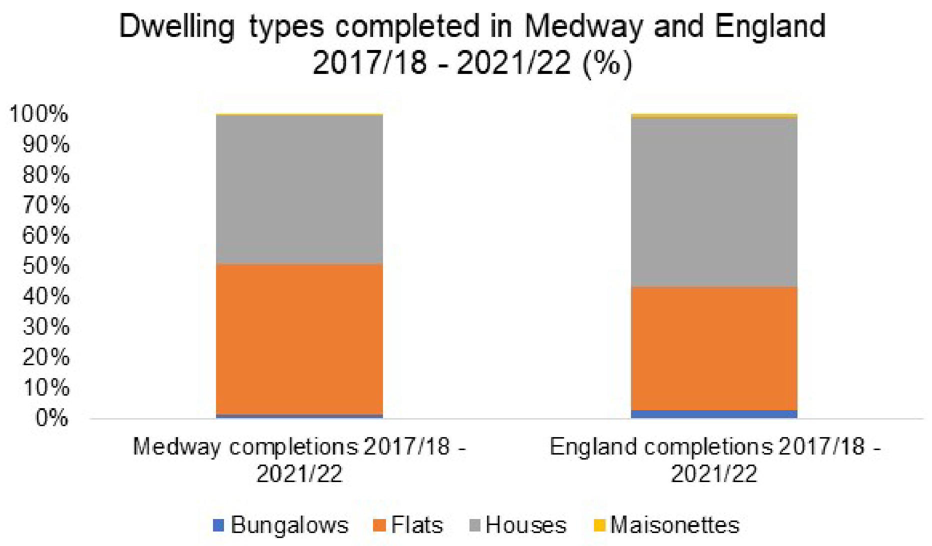


Annual Completions by property type

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



For the second year in a row more houses than flats were delivered - in 2021/22, just over half of the dwellings registered with an EPC certificate were houses, followed closed by flats at 45%.



Since 2017/18, in Medway the average split of completions has been 49% houses, 49% flats, 1% bungalows and 1% maisonettes. National figures show that there was a larger proportion of houses delivered in the same time period (56%), but a lower proportion of flats (40%). This reflects on the regeneration achievements in Medway in recent years.

Table: Average floor space completed 2017/18 – 2021/22

Type of Dwelling	Medway (sq.m)	England (sq.m)
Bungalow	81	93
Flats	62	62
Houses	114	113
Maisonettes	78	83

The average floor space size for completions of houses and flats in Medway are generally around the same size as those completed nationally in England. However, bungalows and maisonettes completed in Medway are slightly smaller than those built in England.

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

'Other'

Houseboats

Using information gained from Council Tax records, during 2021/22, nine houseboats moved into marinas in Medway (Port Werburgh, Port Medway Cuxton, Castleview Moorings Knight Road and Whitton Marina Vicarage Lane, Hoo), and five moved out, leaving a net gain of four houseboats.

C2 accommodation (residential institutions)

2021/22 saw the gain of 16 rooms when new care rooms were completed at Parklands Oxford Road and Barnsole Road, both in Gillingham. It is expected that a further 165 net rooms will be completed within the next 5 years.

Student accommodation
23 new student rooms were provided in 2021/22 across two sites – one in Ordnance Terrace Chatham and the other at Green Street Gillingham. A further 59 student rooms are expected to be delivered in the next 5 years.

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.

Table: New Homes Bonus Allocations

2017/18	2018/19	2019/20	2020/21	2021/22
£5.3m	£2.5m	£2.0m	£1.2m	**£0.99m**

The 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.

Between 10 February and 7 April 2021 the government consulted on the Future of the New Homes Bonus from 2022/23 onwards. More information on the consultation can be found here:

https://www.gov.uk/government/consultations/the-future-of-the-new-homes-bonus-consultation?utm_medium=email&utm_campaign=govuk-notifications&utm_source=bb718755-65e1-4d03-8c96-f5617b6df99e&utm_content=daily

Source: https://www.gov.uk/government/publications/new-homes-bonus-final-allocations-2021-to-2022

Gypsies, Travellers and Travelling Showpeople

The council published a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) to assess requirements from 2017-2035, as part of the evidence base for the new Local Plan. The report is available to view at:

https://www.medway.gov.uk/downloads/file/3371/gypsy_traveller_and_travelling_showpeople_accommodation_assessment

The council has commissioned an update to this report, jointly with Gravesham Borough Council to align with the extended plan period. The update will be published in 2023.

In 2015 the definition of a 'traveller' (gypsy, traveller and travelling showperson) changed with the publication of the Planning Policy for Traveller Sites (PPTS). Due to the change of the definition of a 'traveller' the level of need identified excludes cultural need. If the cultural definition were applied there would be an additional 21 pitches needed for gypsy and travellers and 0 plots for travelling showpersons.

	Gypsy and Traveller Pitches	Travelling Show people Plots
Total current authorised residential provision (pitches/plots) as at 31/3/2022	34	29
Residential need 2017-2035 (pitches/plots)	36	3
Completions 1/4/2017 – 31/3/22	10	0
Remaining need to 2035	**26**	**3**

In conjunction with the new definition of the 'traveller' the PPTS required Local Planning Authorities to maintain a 5 year supply of housing as they do for standard housing.

Outlined in the tables separately below is the current 5 year supply position for gypsy and travellers and then travelling showpersons. The figures quoted are as at 31st March 2022.

The new Local Plan is making provision to meet the needs for specialist form of accommodation. An update to the assessment should be available by the time the next AMR is published for 2022/23.

5 year land supply for Gypsy and Travellers (2021-2026)

Stages of 5 year land supply calculation		Pitches
A.	Overall target 2017-2035 from GTAA 2018	36
B.	5 year target 2017-22 from GTAA[1]	24
C.	5 year target 2022-27 from GTAA	4
D.	Annual pitch requirement 2017-22 (B/5)	4.8
E.	Annual pitch requirement 2022-27 (C/5)	0.8
F.	Completions (1st April 2017 to 31st March 2022)	10
G.	Shortfall (D*5) – F	14
H.	5 year target 2022-2027 (E*5) + G	18
I.	Total deliverable supply	1
J.	Land supply in years I / (H/5)	0.28

Table: 5 year land supply for Travelling Showpeople 2021 - 2026

Stages of 5 year land supply calculations		Pitches
A.	Overall target 2017- 2035 from GTAA 2018	3
B.	5 year target 2017-22 from GTAA	0
C.	5 year target 2022-227 from GTAA	1
D.	Annual pitch requirement 2017-22 (B/5)	0
E.	Annual pitch requirement 2022-27 (C/5)	0.2
F.	Completions (1st April 2017 – 31st March 2022)	0
G.	Shortfall (D*5) – F	0
H.	5 year target 2022 – 2027 (E*5) + G	1
I.	Total deliverable supply	0
J.	Land supply in years I / (H/5)	0

1 Target = 22 pitches (GTAA years 2017-22) + 2 pitches from unknown need over plan period GTAA

Net additional pitches (Gypsy and Traveller)

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

In the latest data from January 2022, there were 80 caravans in Medway, of which 10 were socially rented, 47 on authorised sites with permanent/temporary permission and a further 23 on unauthorised sites without planning permission. In addition to this, there were 24 Travelling Showpeople caravans counted in January 2022.

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 2017	**10**	13	10	**23**	4	8	0	0	**45**
Jan 2018	**10**	9	15	**24**	4	8	0	0	**46**
July 2018	**10**	12	19	**31**	4	9	0	0	**54**
Jan 2019	**10**	5	27	**32**	7	12	0	0	**61**
July 2019	**10**	2	36	**38**	6	8	0	0	**62**
Jan 2020	**10**	3	38	**41**	5	5	0	0	**61**
*July 2020	-	-	-	-	-	-	-	-	-
*Jan 2021	-	-	-	-	-	-	-	-	-
July 2021	**10**	0	52	**37**	3	12	0	0	**62**
Jan 2022	**10**	0	52	**47**	7	16	0	0	**80**

*Due to COVID-19 restrictions, no count was carried out during July 2020 or January 2021.

Planning applications

Year	Permitted Permanent*	Permitted Temporary	Refused
2017-18	3	1	0
2018-19	3	0	3
2019-20	1	1	2
2020-21	0	1	0
2021-22	1	1	0

*including retrospective and lawful development certificates

During the year 2021/22 there were two approvals granted; one permanent for the change of use of land at The Paddock Sharnal Street High Halstow to site 2 additional mobile homes and the other for 3 caravans permitted only for family members at Buddy's View, Perry Hill Cliffe.

Self-Build and Custom Housebuilding Register

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

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

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

Table: Number of applications on the Register – Demand for self/custom build plots

Base Period – table showing number of applications on the Register	Individuals*	Associations
One (1/4/2016 – 30/10/2016)	14	0
Two (31/10/2016 – 30/10/2017)	38	0
Three (31/10/2017 – 30/10/2018)	13	1
Four (31/10/2018 – 30/10/2019)	12	1
Five (31/10/2019 – 30/10/2020)	15	0
Six (31/10/2020 – 30/10/2021)	12	0
Seven (31/10/2021 – 30/10/2022)	12	0
TOTAL PLOTS REQUIRED INDIVIDUALS	**116**	**-**
TOTAL PLOTS REQUIRED ASSOCIATIONS	**-**	**2**

* these numbers may be different to previously reported due to some applicants later requesting to be removed from the Register

The council promotes opportunities for self-build and custom housebuilding with developers and notifies applicants on the register when plots become available.

The council will have regard to the register when preparing the local plan, and in making decisions on planning applications. Emerging Neighbourhood Plans in Medway are also promoting policies for self-build and custom housing. More information can be found at:

https://www.medway.gov.uk/info/200149/planning_policies/144/self-build_and_custom_housebuilding_register

Economy and Employment

Medway Council supports the development of a diverse, high quality local economy, to provide a wide range of employment options for the community as a whole. Market conditions broadly reflect a combination of national economic circumstances and local supply and demand factors.

The Council's Regeneration Strategy, Medway 2035 sets out the regeneration aims and objectives for Medway across eight priority areas.

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

The new Local Plan is addressing the supply of employment land to meet the needs of businesses in Medway up to 2040. An updated Employment Land Needs Assessment was published in October 2021.

The planning use classes were updated on 1st September 2020. Class B1 now falls within new use class E(g): uses which can be carried out in a residential area without detriment to its amenity. Use classes B2 and B8 remain the same. For the purpose of monitoring this year 2021/22, we have continued to use the former B1 use class throughout the year which includes any applications which have been made under the new use class E(g).

Amount and type of completed employment floor space

2021/22 – there were net gains across all employment use classes apart from B1 where there was a net loss, mainly due to the loss of the office at Royal Sovereign House to residential use. However, although there are future B1 use class losses with planning permission (20,525 sq.m), this is outweighed by permissions (149,792sq.m) resulting in a potential net gain of 129,267 sq.m. See Volume 2 for more information on individual gains and losses.

Table: Amount and type of completed employment floor space (sq.m) – 2021/22

	B1	B2	B8	Mixed B	Total
Gross	3,253	11,808	22,204	362	37,627
Net	-2,143	9,636	18,649	362	26,504

Table: Amount of completed employment floor space (sq.m) 2017/18- 2021/22

	2017/18	2018/19	2019/20	2020/21	2021/22
Gross	11,950	60,733	3,552	9,209	**37,627**
Net	-25,513	53,685	-2,429	-4,478	**26,504**

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

24% of employment floor space (gross) was completed on previously developed land during 2021/22. This is low compared to previous years and follows the completion of Plot 1B (*Noatum Logistics pictured below*) on greenfield land at London Medway Commercial Park, Kingsnorth and the construction of 8 commercial units with trade counters on previously undeveloped land at Plot 1 Anthony's Way Frindsbury.

Amount and type of employment land available

The amount of available floor space for B1/B2/B8/Mixed B with planning permission (not started plus under construction) net of potential losses is 631,315 sq.m which is expected to be delivered in the next 15 years (282,203sq.m of this is not expected to be delivered until towards the end of the next 15 years at National Grid Property Holdings Grain). A full breakdown between the use classes can be found in of Volume Two of the AMR.

Amount of floor space for town centre uses

The monitoring data shows that the town centres losses continue in all sectors. The council recognises High Streets have been undergoing significant changes over the last decade, and these structural changes have accelerated in the last year.

The new Local Plan will set out strategy and policies for securing the future of Medway's town centres, including a mix of land uses. The council's Regeneration Strategy also promotes the vitality of centres. The council has invested in Chatham and Strood over the last few years to improve the public realm and to increase attractiveness of the town centres. Further work continues with the Future High Streets Fund, SELEP investments in Gillingham and Covid recovery programme.

Table: Floor space (sq.m) completed for town centre uses (A1/A2/B1/D2) – 2021/22

	A1	A2	B1	D1	Total
Town Centre Gross	0	106	1,224	0	1,330
Town Centre Net	-559	-272	-207	0	-1,038
Rest of Medway Gross	1,282	273	2,029	5,150	8,734
Rest of Medway Net	-325	273	-1,936	1,214	-774
Total Gross	1,282	379	3,253	5,150	10,064
Total Net	-884	1	-2,143	1,214	-1,812

Table: Total floor space (sq.m) for town centre uses (A1/A2/B1/D2) 2017/18-2021/22

	2017/18	2018/19	2019/20	2020/21	2021/22
Town Centre Gross	540	576	577	869	**1,330**
Town Centre Net	-4,579	-1,734	-3,333	-1,519	**-1,038**
Rest of Medway Gross	10,542	15,324	6,848	6,602	**8,734**
Rest of Medway Net	-11,412	9,236	-8,089	-3,990	**-774**
Total Gross	11,082	15,900	7,425	7,471	**10,064**
Total Net	-15,991	7,502	-11,422	-5,509	**-1,812**

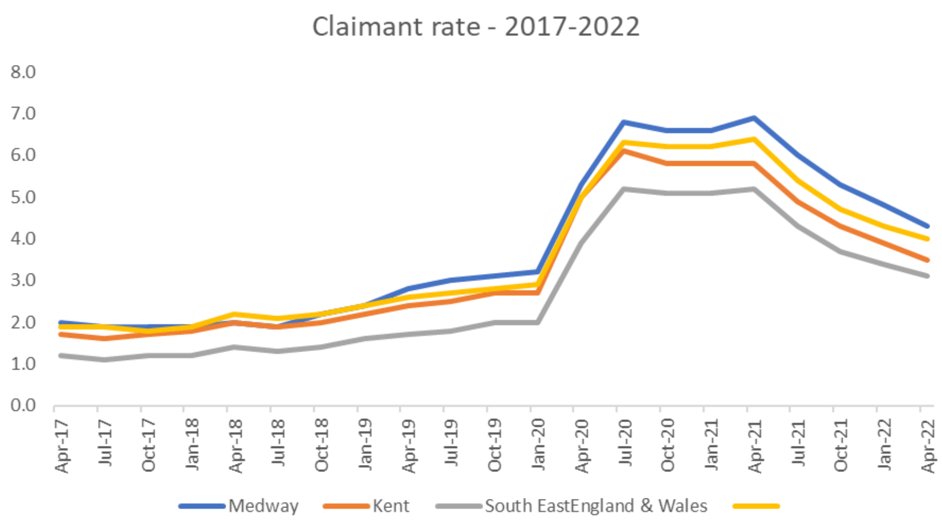
Job Seekers Allowance and Universal Credit claimant rate

The claimant rate in Medway stood at 4.3% in April 2022. This is above the rate for Kent, the South East and England & Wales.

In April 2022 the claimant count in Medway stood at 7,575 claimants, having decreased by thirty-seven percent since April 2021. That represents a drop of around 4,500 claimants.

Table: Claimant rate – 2017-2022

	Medway	Kent	South East	Great Britain
Apr-17	2.0	1.7	1.2	1.9
Jul-17	1.9	1.6	1.1	1.9
Oct-17	1.9	1.7	1.2	1.8
Jan-18	1.9	1.8	1.2	1.9
Apr-18	2.0	2.0	1.4	2.2
Jul-18	1.9	1.9	1.3	2.1
Oct-18	2.2	2.0	1.4	2.2
Jan-19	2.4	2.2	1.6	2.4
Apr-19	2.8	2.4	1.7	2.6
Jul-19	3.0	2.5	1.8	2.7
Oct-19	3.1	2.7	2.0	2.8
Jan-20	3.2	2.7	2.0	2.9
Apr-20	5.3	5.0	3.9	5.0
Jul-20	6.8	6.1	5.2	6.3
Oct-20	6.6	5.8	5.1	6.2
Jan-21	6.6	5.8	5.1	6.2
Apr-21	6.9	5.8	5.2	6.4
Jul-21	6.0	4.9	4.3	5.4
Oct-21	5.3	4.3	3.7	4.7
Jan-22	4.8	3.9	3.4	4.3
Apr-22	4.3	3.5	3.1	4.0



The Claimant Count measures the number of people claiming benefit principally for the reason of being unemployed. The Claimant Count includes all Universal Credit claimants who are required to seek work and be available for work, as well as all JSA claimants.

Most of the Universal Credit claimants in the Claimant Count will be unemployed but a small number will be in work with very low earnings.
The Claimant Count estimates provide the best available estimates of the number of people claiming unemployment-related benefits in the UK.

Source - Jobcentre Plus administrative system, via Nomis, ONS.

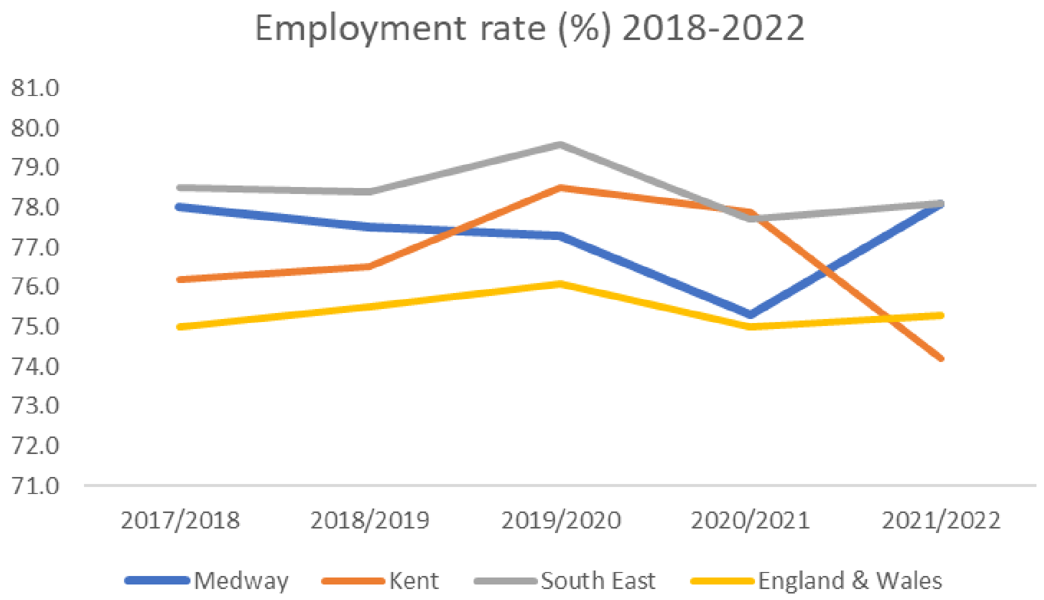
Employment

In 2022 the employment rate in Medway increased significantly to 78.1% from 75.3% in the previous year. The employment rate in Medway has returned to a similarly relatively high rate as in 2018, following a dip in 2021.

The Medway employment rate in 2022 stands in line with the regional level for the first time in at least fifteen years[2].

Table: Employment rate

	2017/18	2018/19	2019/20	2020/21	2021/22
Medway	**78**	**77.5**	**77.3**	**75.3**	**78.1**
Kent	76.2	76.5	78.5	77.9	74.2
South East	78.5	78.4	79.6	77.7	78.1
Eng & Wales	75.0	75.5	76.1	75.0	75.3



Source: Annual Population Survey, ONS. Available via NOMISweb.

Economic activity

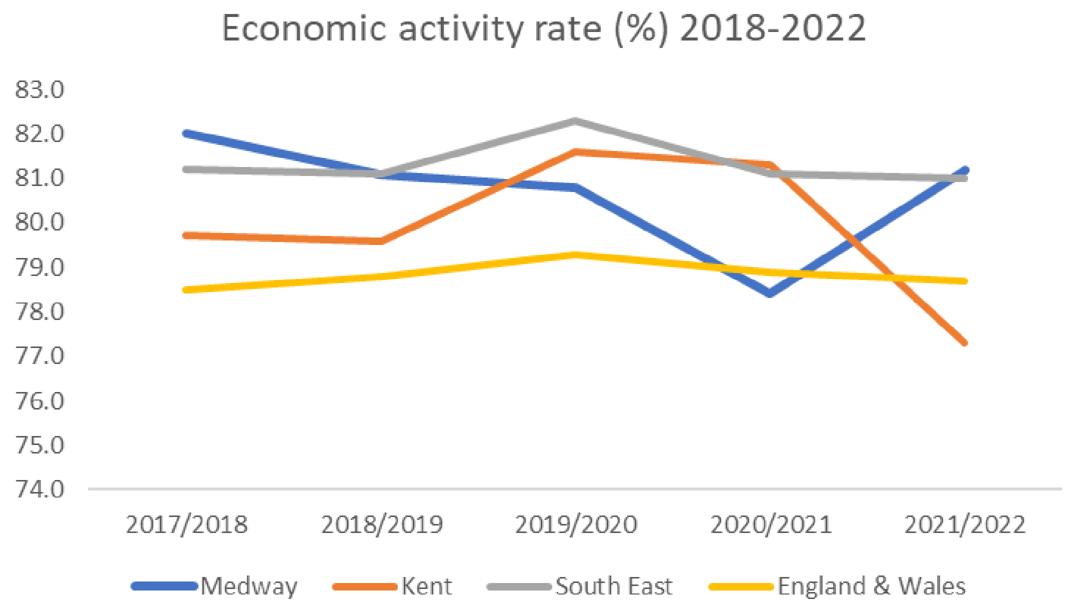
The economic activity rate in Medway increased in 2022 to 81.2%. All comparator areas saw a decrease in economic activity, resulting in Medway standing above the national, regional and Kent economic activity rate in 2022.

[2] In 2007/08 Medway was 0.3% below the regional employment rate (Medway 76.5/ SE 76.8%).

Medway's economic activity rate had dipped over the previous two years, having been in line with the regional economic activity rate in 2019.

Table: Economic activity rate

	2017/18	2018/19	2019/20	2020/21	2021/22
Medway	**82.0**	**81.1**	**80.8**	**78.4**	**81.2**
Kent	79.7	79.6	81.6	81.3	77.3
South East	81.2	81.1	82.3	81.1	81.0
Eng & Wales	78.5	78.8	79.3	78.9	78.7



The economically active are people who are either in employment or unemployed.

Source: Annual Population Survey, ONS. Available via NOMISweb.

For further information on economic activity and employment go to:

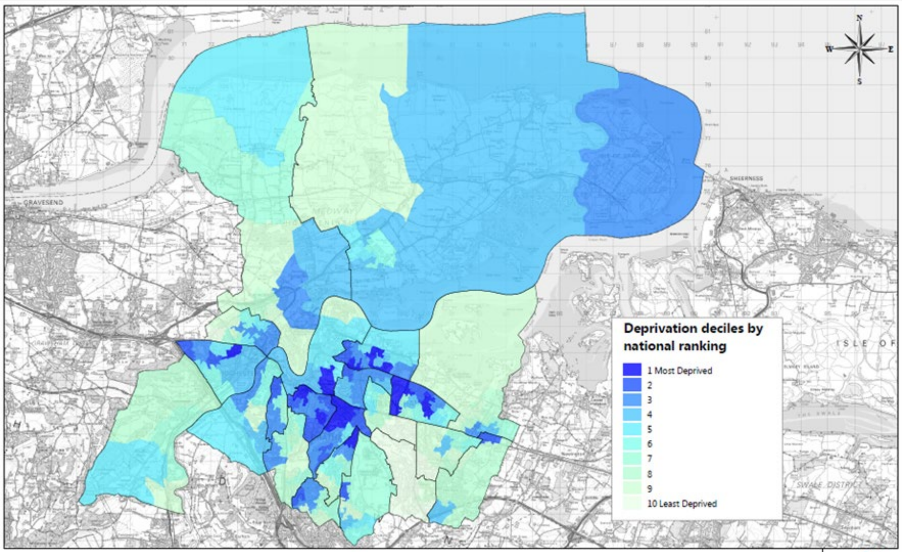
https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork

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

Income and employment deprivation

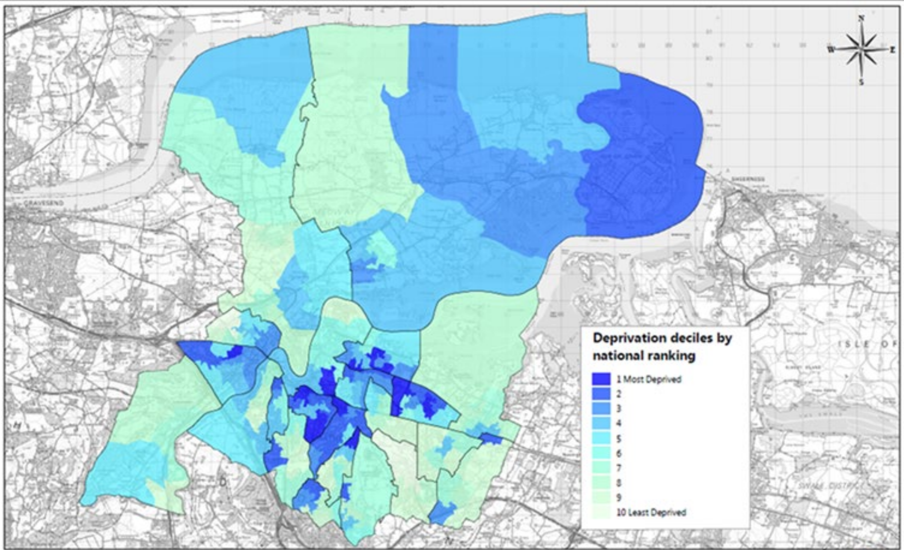
The Indices of Deprivation (IoD) are a unique measure of relative deprivation at a small local area level (Lower-layer Super Output Areas) across England.

Medway ranks 103rd most deprived local authority for income deprivation. In the 2019 IoD, 13.4% of the Medway population were estimated to be experiencing income related issues. This was down on the IoD 2015, when 15.3% of the population of Medway were estimated to be income deprived.



The English Indices of Deprivation 2019 (IoD2019) – Income deprivation

Low income is closely linked to issues of employment deprivation. Medway is the 98th most deprived local authority in England for employment, with 10.4% of the population experiencing employment related issues. Despite a relatively better employment ranking in 2015, at 107th most deprived, a higher proportion of the Medway population experienced employment related issues at 12.3%.



The English Indices of Deprivation 2019 (IoD2019) – Employment deprivation

More information on the IoD can be found in the Population, Health and Communities and Infrastructure (Education) sections of this report.

Fuel Poverty

Living in fuel poverty is defined as being on a lower income and living in a home which cannot be kept warm at reasonable cost.

Fuel poverty in England is measured using the Low Income High Costs (LIHC) indicator, which considers a household to be fuel poor if:

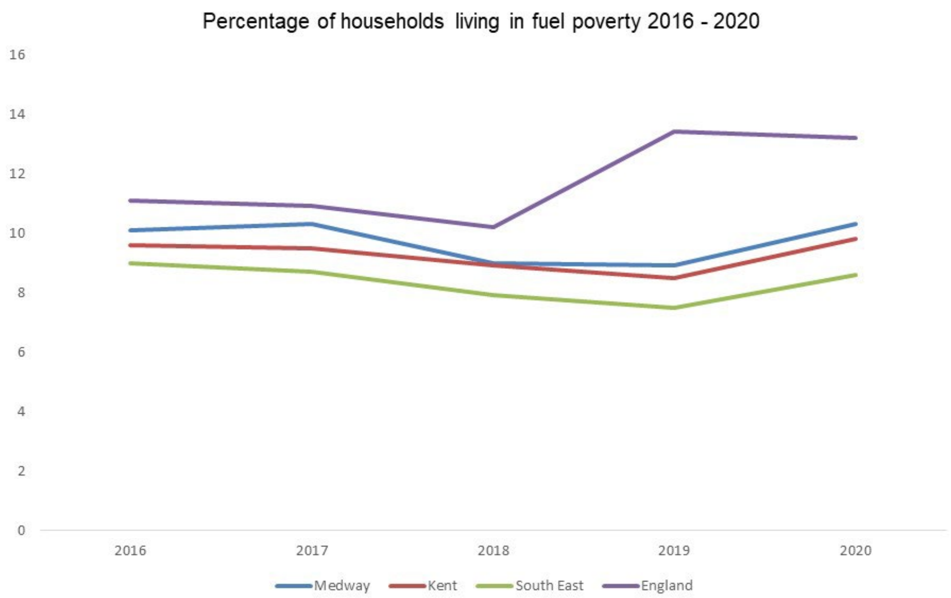
• they have required fuel costs that are above average (the national median level); and
• were they to spend that amount, they would be left with a residual income below the poverty line.

Percentage of households living in fuel poverty 2016-2020

	2016	2017	2018	2019	2020
Medway	10.1	10.3	9.0	8.9	10.3
Kent	9.6	9.5	8.9	8.5	9.8
South East	9.0	8.7	7.9	7.5	8.6
England	11.1	10.9	10.2	13.4	13.2

In 2020 the percentage of houses living in fuel poverty in Medway increased to the same rate as four years ago after a dip last year, showing impacts after the Covid pandemic and households being placed into furlough schemes. A higher percentage of households are in fuel poverty in Medway (10.3%) compared to Kent (9.8%) and the South East (8.6%), although in London the percentage increased further from 2018 onwards to current levels of 13.2%.

The percentage of households living in fuel poverty is expected to continue to rise in forthcoming years due to the unprecedented increase in fuel prices and the cost of living crisis.



Out of the twelve Kent Authorities, five are worse than Medway, these being Thanet at 12.8%, Dover at 11.3%, Canterbury at 10.9%, Folkestone and Hythe at 10.8% and Gravesham at 10.5%. The authority in Kent with the lowest percentage of fuel poverty is Sevenoaks at 7.6%

Source: https://www.gov.uk/government/statistics/sub-regional-fuel-poverty-data-2022

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 as part of structural changes, there are still a number of marine based businesses active in Medway.

The docks and wharves around Medway support local businesses and provide a strategic role for the movement of goods and materials. This includes the importation of aggregates that support the construction industry. (More information on aggregates importation is available at the end of Volume 2 of the AMR).

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

Data is published for Medway Ports that include Chatham Docks and the port of Sheerness, both managed by Peel Ports. Medway Ports ranking increased by 1 from 2020 up to 11th out of the top 30 UK ports in 2021 – with the cargo handled representing 2.3%. The reports do not provide separate information for Chatham.

Medway Ports cargo tonnage started to increase in 2021/22 following a fall the previous year; similarly all traffic in England and Wales has started to increase again following the blockage at the Suez Canal in March 2021 and delays caused by the Covid pandemic. The majority (90%) of cargo traffic transported via Medway Ports is inward, although the outward cargo is at the highest level it has been for the past 5 years. The majority of cargo exported from Medway is European Union traffic, mainly general cargo and containers (under 20'), and materials for the construction sector.

Table: Medway Ports traffic cargo – tonnage (000's)

	2017	2018	2019	2020	2021
All traffic	8,694	10,204	13,141	9,694	**9,879**
Inward	7,854	9,602	12,476	9,102	**8,887**
Outward	839	602	665	592	**992**

Table: All Majors UK ports traffic cargo – tonnage (000's)

	2017	2018	2019	2020	2021
All traffic	470,683	472,056	471,739	428,994	**435,386**

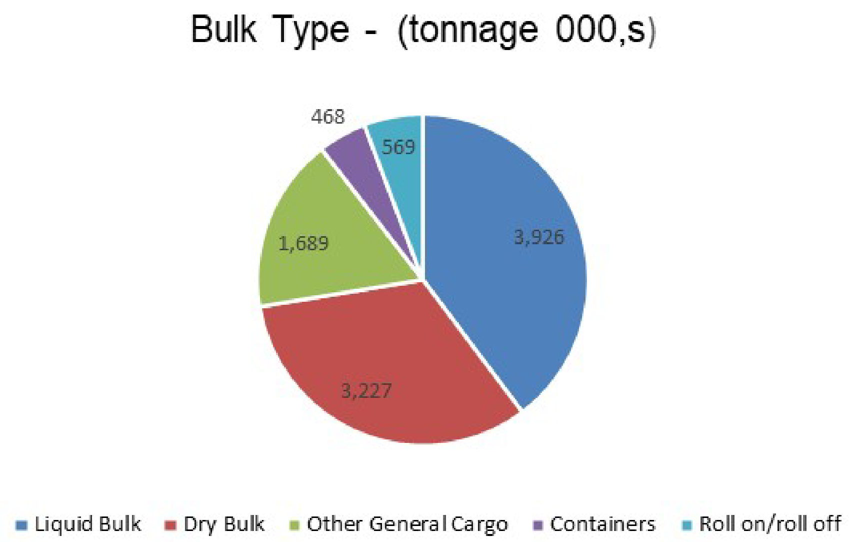
Table: Medway Ports – Ship Arrivals – cargo vessels only

	2017	2018	2019	2020	2021
Arrivals	1,797	1,788	1,735	1,492	**1,510**

Table: Bulk type Medway Ports – 2021

	Tonnage (000's)
Liquefied gas	1,993
Oil products	1,867
Other liquid bulk products	67
LIQUID BULK TOTAL	**3,926**
Ores	129
Agricultural Products	43
Other dry bulk	3,055
DRY BULK TOTAL	**3,227**
Forestry products	1,021
Iron and steel products	154
General cargo and containers <20'	515
OTHER GENERAL CARGO	**1,689**
CONTAINERS TOTAL	**468**
ROLL ON/ROLL OFF (self-propelled) Import/export of motor vehicles TOTAL	**277**
ROLL ON/ROLL OFF (non self-propelled) TOTAL	**292**
TOTAL TRAFFIC	**9,879**

In 2021, liquid bulk was the largest cargo type handled by Medway Ports at 3,926,000 tonnes. Liquid bulk includes liquefied gas and oil. Medway Ports has been ranked as a leading facility in the UK for handling forestry products since 2014, with nearly 1,011,000 tonnes imported in 2021, increasing back up after a dip over the previous few years.



Source: DfT Port Freight statistics, tables Port 0303 (top 30), Port 0602 (arrivals) and Port0400 (bulk type tonnage)
Further information available at:
https://www.gov.uk/government/statistics/port-freight-annual-statistics-2021

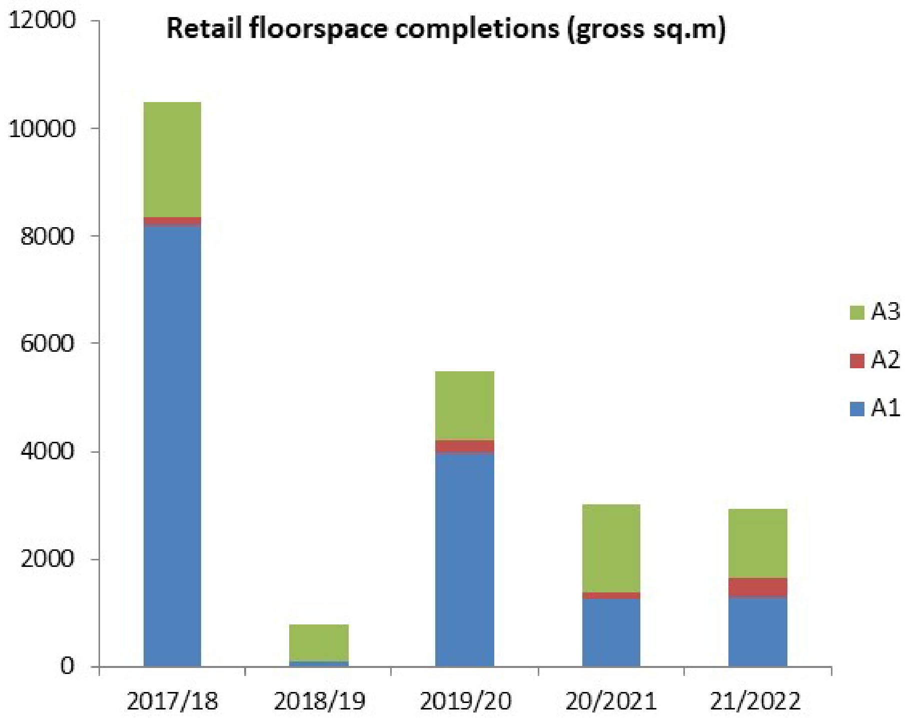
Retail and Town Centres

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 structural changes in retail, the town centres in Medway have faced a number of challenges in recent years, including the rise in online shopping, the Coronavirus (COVID-19) pandemic, and the rising costs of living. The emerging Local Plan and our Regeneration Strategy refresh, Medway 2037, promote strategies and policies to secure a vibrant and strong role for Medway's centres in coming years, recognising the restructuring of retail.

None of the settlements in Medway are regional shopping destinations. The retail and leisure sector is overshadowed somewhat by London and to a lesser extent Maidstone. Additionally, the Bluewater Shopping Centre is a major shopping destination. Beyond the high streets and Hempstead Valley shopping centre, there are several notable features:

- The Dockside Outlet Shopping Centre provides a discount outlet, with a wider leisure offering.
- Gillingham Business Park has several trade counters and larger format retail.
- Horsted and Strood Retail Parks have a range of retail warehouses and stores.
- The towns are busy with a broad range of local shops and services

The planning use classes were updated on 1st September 2020. Classes A1/2/3 now fall within new use classes E(a,b,c) and A4/5 are now defined as Sui Generis. Class D1 was split out and replaced by the new classes E(e-f) and F1. Class D2 was split out and replaced by the new classes E(d) and F2(c-d) as well as several newly defined Sui Generis classes. For the purpose of monitoring this year 2021/22, we have continued to use the former use classes to record and present the data.



The majority of gross gains in the Town Centres this year were cafes and restaurants, including the extension to the existing Costa Coffee café in Gillingham High Street and the extension to Don Vincenzo restaurant in Rochester High Street. Gross gains in town centre floorspace were also made in financial/professional services, public houses and hot food take aways. There were no gains in A1 retail shop/service floorspace within the town centres.

Town Centre (TC) and Non-Town Centre GROSS retail floor space completions A1-A5 (sq.m)

	2017/18	2018/19	2019/20	2020/21	2021/22
A1 **TC**	194	64	235	817	**0**
A1 **Non TC**	8,021	50	3,745	436	**1,282**
A1 **Total**	8,215	114	3,980	1,253	**1,282**
A2 **TC**	70	0	54	37	**106**
A2 **Non TC**	64	0	182	85	**273**
A2 **Total**	134	0	236	122	**379**
A3 **TC**	419	61	550	1,163	**369**
A3 **Non TC**	1,728	628	717	471	**917**
A3 **Total**	2,147	689	1,267	1,634	**1,286**
A4 **TC**	60	0	448	147	**54**
A4 **Non TC**	331	78	0	401	**165**
A4 **Total**	391	78	448	548	**219**
A5 **TC**	47	115	0	88	**203**
A5 **Non TC**	58	280	451	139	**115**
A5 **Total**	105	395	451	227	**318**
A1-A5 **TC**	790	240	1,287	2,252	**732**
A1-A5 **Non TC**	10,202	1,036	5,095	1,532	**2,752**
A1-A5 **Total**	10,992	1,276	6,382	3,784	**3,484**

Net completions in town centres

There were gross increases seen in new retail floor space provision of shops, financial/professional services, café/restaurants and drinking establishments in the town centres, however overall there were net losses in shops, financial/professional services and pubs. The majority of changes have been to premises swapping to other town centre uses, however just under 36% of the total floorspace lost in town centres this year was to residential use (a gain of 17 dwellings).

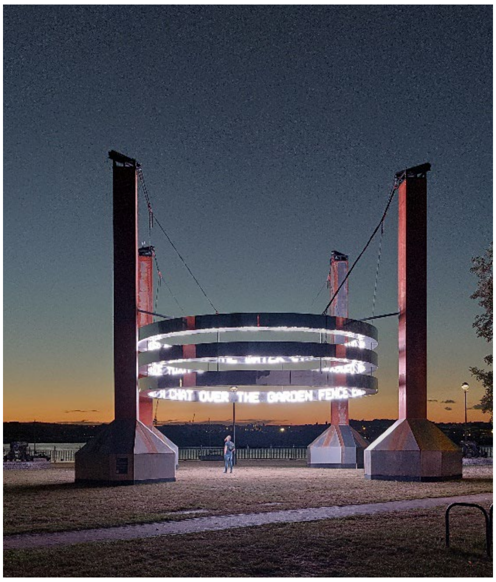
Town centre development – 2021/22

Use	Losses (sq.m)	Gains (sq.m)	Net change (sq.m)	Total development in town and non town centres Gross (sq.m)	Proportion of gains in town centres (gross) out of total
A1	-559	0	-559	1,282	0%
A2	-378	106	-272	379	28%
A3	-182	369	187	1,286	29%
A4	-81	54	-27	219	25%
A5	0	203	203	203	81%
D1	0	0	0	1,685	0%
D2	0	0	0	5,150	0%
Total	**1,200**	**732**	**-468**	**10,204**	**7%**

In recent years there has been a steady net loss of drinking establishments/public houses in Medway with the loss of 12 establishments in 2017/18, with all but one of these being lost to residential use. A year later in 2018/19 a further five pubs went, of which only one remained in retail use. In 2019/20 a further two pubs were lost, one to a mixed-use development retaining some retail use (A1/A3) as well as residential; the other pub was lost to residential entirely. However, in 2020/21, although Medway saw the loss of Past and Present micropub to a pasta take-away and The Good Intent pub in Rochester to residential use, there was actually a net gain in A4 use with the completion of 3 new drinking establishments. In 2021/22 although pub floorspace was lost, the pub itself (The Dead Pigeon in High Street Rochester) was not lost, the floorspace was just adjusted to include a hot food take away element to the business.

Arts and Heritage in the Town Centres

Creative works and events have been organised across Medway which has drawn visitors to town centres, including a gallery of outdoor temporary artworks in Strood and Rainham which was launched as part of the Welcome Art Project in March 2022. Earlier in the year Medway Night Lights took place, and in September/October 2021 Lucid Creates presented their touring art installation 'Together' which was a huge pavilion like structure *(pictured)* with an immersive landscape produced in collaboration with Canadian artist Exist Strategy.



Non Town Centre Activity

Retail floorspace was recently completed as part of 'The Kell' and 'X1' developments at Chatham Waters, a warehouse was converted at Elm Court Garden centre into a new retail/children's play area and music café, and 'Uncle Bob's chicken wings' opened in Twydall.

The largest gain in indoor sport and recreation was seen at the former Dickens World with the completion of the new Ninja Warrior UK as well as a Gymfinity Kids Club next door.

Natural and Built Environment

Greenspace regeneration projects

Development of Green Spaces
Working in partnership the aim is to protect and sustain the existing open spaces and create new and improved open spaces by:

- making the best use of Medway's valued open and green spaces
- identifying how we can improve our existing parks and open spaces. There are currently 148 urban parks and 1,900 hectares of open spaces in Medway.
- developing new partnerships and secure funding to make improvements in the future
- encouraging more community involvement
- celebrating our open and green spaces

Projects in 2021/22 included:

- Play areas improvements
- Green Flag Awards
- Town Hall Gardens, Chatham
- Cockham Community Parkland, Hoo St Werburgh
- Berengrave Local Nature Reserve
- Urban Tree Challenge Fund 1 was planted up by March 2021 and included over 10,000 trees across Medway Council greenspaces. These were for small bare root whips planted at standard woodland spacings. An application for external funding has been made for 300 more mature trees.
- The Woodland Strategy is in its first draft stage and the council will be seeking adoption by March 2023.

Town Hall Gardens
Local residents and park visitors were consulted on their thoughts in January 2021 to improve Town Hall Gardens. The improvements will be funded from a nearby development. Plans are now being drawn up and it is hoped the improvements will start to take place from 2023.

Cockham Community Parkland
Part of the Housing Infrastructure Fund (HIF) funding will enable the establishment of a Strategic Environmental Management Scheme (SEMS), which will deliver a network of new public open spaces. These spaces are designed to provide recreational space for local residents and reduce pressure on more sensitive existing habitats around the Hoo Peninsula.

Cockham Community Parkland is the first of these new spaces to be brought forward. The Council consulted the public on thoughts on the emerging proposals in summer 2020. The new parkland would create a large public open space offering benefits for the local community and wildlife. A planning application for the parkland was approved in August 2021.

Berengrave Local Nature Reserve
This little gem in Rainham is an important habit but is prone to flooding. Costings, tender and plans have been drawn up to improve access around the site for later in 2022. A consultation in May 2022 asked local residents and visitors for their thoughts. Also, ecology surveys and interpretation improvements have been carried out at the reserve.

Play area improvements
10 play areas were improved across Medway including Borstal, Chatham, Cliffe Woods, Gillingham, Halling, Lordswood, Luton & Wayfield and Watling. These projects were funded by a mixture of capital, revenue and Section 106 contributions. The play area improvements have increased the play value and upgraded the old play equipment. Further improvements as part of the priority play programme will take place in 2022-23. Consultation took place in October 2021 to consider improving access and the play area at Cherry Trees Open Space in Rainham with installation expected in 2022/23.

Pictured are Lamplighter Close, Hempstead above and Low Meadow Halling below which were refurbished this year

Green Flag Awards

The Green Flag Award scheme recognises and rewards well-managed parks and green spaces, setting the benchmark standard for the management of recreational outdoor spaces across the United Kingdom and around the world. The winners of the Green Flag award are announced each year.

Medway again received 8 awards for its Green Flag sites including Broomhill Park, Capstone Farm Country Park, Gillingham Park, Great Lines Heritage Park, Hillyfields Community Park, the Vines, Ranscombe Farm Reserve (in partnership with Plantlife) and Riverside Country Park. Both these schemes are managed by Keep Britain Tidy and are national awards.

Table: Green flag sites – year awarded

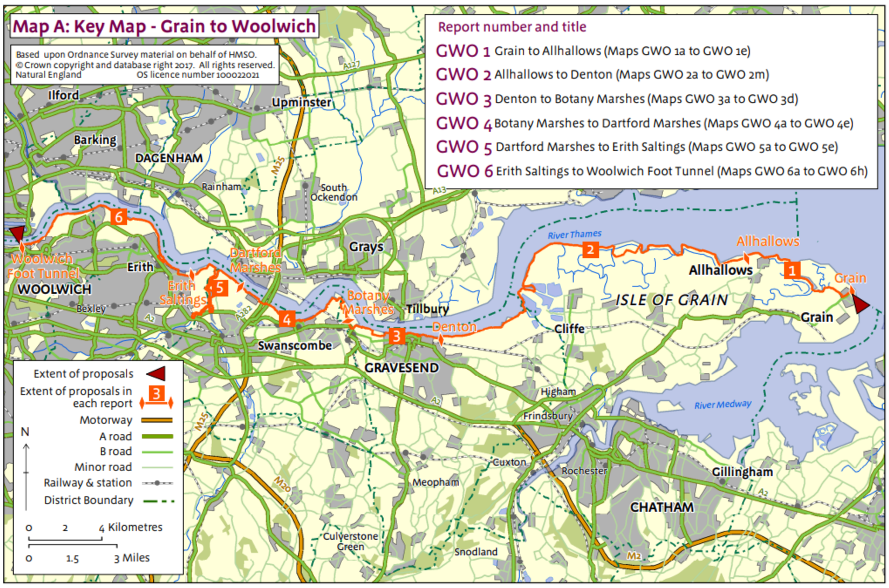
July 2016	6
July 2017	7
July 2018	7
July 2019	7
July 2020	8
July 2021	**8**

Medway's thriving towns are surrounded by beautiful parks and countryside, which Medway Council works hard to maintain so people can enjoy the area's open spaces throughout the year. The Council has invested in improving footpaths and cycle routes across Medway, giving people more access to enjoy the impressive green spaces. Recognising beautifully maintained parks the Green Flag international award, now into its third decade, is a sign to the public that the space boasts the highest possible environmental standards, is exceptionally well maintained and has excellent visitor facilities.

http://www.greenflagaward.org.uk/

England Coast Path

In January 2022, a new stretch (nearly 50 miles) of the England Coast Path opened between Grain and Woolwich, connecting the sea and the Thames Estuary to central London for the first time.



Find out more here:

https://www.gov.uk/government/news/new-stretch-of-the-england-coast-path-opens

Air Quality

Medway has declared four Air Quality Management Areas (AQMAs)- Central Medway, High Street Rainham, Pier Road Gillingham and Four Elms Hill Chattenden; all for exceedances of the annual mean nitrogen dioxide objective.

Medway Council has developed an Air Quality Action Plan (AQAP) (Medway Council, 2015) for the Central Medway, Rainham and Pier Road AQMAs, which includes measures to improve air quality in Medway. In January 2018, Medway Council developed the Air Quality Communications Strategy; this plan details a series of recommended communications activities and is designed to support the Medway AQAP by raising awareness and influencing behavioural change.

Recent focus has been on working closely with other local authorities in the Kent & Medway Air Quality Partnership to deliver a refreshed KentAir website which contains a wide of range of information on air quality, including access to monitoring data, reports, educational resources and the ability to sign up to receive free air pollution forecasts via email. The KentAir website can be found by visiting:

www.KentAir.org.uk

Medway Council has recently been awarded more than £127,000 through the DEFRA Air Quality Grant programme for deliver two projects:

- The use of signage to reduce the incidence of idling in the Rainham AQMA
- A taxi and private hire Ultra Low Emission Vehicle (ULEV) feasibility study

An AQAP for the Four Elms Hill AQMA has been developed. The action plan has identified the priority sources for the Four Elms Hill AQMA as being emissions from:

- Heavy Goods Vehicles (HGVs)
- Diesel cars; and
- Light Goods Vehicles (LGVs)

The AQAP includes 16 measures to improve air quality in the Four Elms Hill AQMA. Future Annual Status Reports (ASRs) will provide regular annual updates on the implementation of these measures to DEFRA. The measures can be considered under the following broad topics:

- Alternatives to private vehicle use
- Freight and delivery management
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management
- Vehicle fleet efficiency

Many challenges still lie ahead for Medway Council in terms of making a positive contribution to improving air quality. Road transport is the dominant source of pollution within Medway's AQMAs, and reducing road traffic emissions is, therefore, the key air quality priority, especially with the AQMAs. Another significant challenge is accommodating the large demand for development in Medway. This is likely to put existing areas of poor air quality under additional pressure and could negate the actions that the Council is implementing to improve air quality.

For this reason, continuing the implementation of the Medway Air Quality Planning Guidance is a high priority, prior to the adoption of a new Local Plan of Medway.

The priority for the coming year is to continue with the work on the measures outlined in the 2015 and 2022 AQAPs, which will be strengthened by the adopted Climate Change Action Plan. The Council is also planning to review the 2015 AQAP in 2023/24

The Annual Status Report for 2021, which contains further information on monitoring results, trends and action plan progress is available here:

https://kentair.org.uk/report/medway-council-annual-status-report-2021

Climate Change

Medway Council declared a climate emergency in April 2019 and passed a motion committing to:

- reduce its carbon footprint
- provide the local community with a clean, green future
- be a place people want to work and live, which has a sustainable future
- establish a clear action plan for Medway to deal with climate change, setting out an achievable and clear timeline.

This declaration fits into the Council Plan priority of making Medway a place to be proud of., the main outcome being a 'clean and green environment'.

In November 2021, the council held a Community Climate Change Conversation event at the Corn Exchange Rochester to coincide with the 26th United Nations annual Climate Change Conference of the Parties (COP26).

For more information, please see the following link:

https://www.medway.gov.uk/climatechange

Details on activities and measures in implementing the action plan are set out in the council's Climate Change progress reports:

https://www.medway.gov.uk/info/200517/climate_change_action_plan_summary/1651/climate_change_action_plan_progress

Ultra Low Emission Vehicle Licensing

The Department for Transport publishes statistics on the number of vehicles licensed every quarter. The following table shows the number of Ultra Low Emission Vehicles (ULEVs) licensed in Medway since 2017/18 compared with Kent, South East and the UK. In the past 5 years the number of ULEVs licensed in Medway has increased by 371%, which is a slightly faster pace than Kent (365%), but slower than the South East (465%) and the UK (415%).

Table: Number of ULEVs licenced

	2017/18	2018/19	2019/20	2020/21	2021/22	% increase since 2017/18
Medway	**1,273**	**1,799**	**2,527**	**3,764**	**6,002**	**371%**
Kent	9,084	12,833	17,581	25,377	42,247	365%
South East	105,961	155,586	211,331	342,750	599,247	465%
UK	538,970	757,956	1,034,713	1,605,847	2,779,174	415%

Source: Vehicle Licensing statistics table veh0132
https://www.gov.uk/government/collections/vehicles-statistics#vehicle-licensing-statistics

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:

https://historicengland.org.uk/advice/heritage-at-risk/

There are a number of conditions for each type of designation to be included onto the Register:

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

Currently Medway has 15 entries on the Heritage at Risk register; including 7 Scheduled Monuments, 4 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 gradually reduced through work with the owners to undertake repairs and improvements. Fort Amherst was removed from the 2020 Heritage at Risk Register following the successful completion of the 'Command of the Heights', a joint project between Medway Council and Fort Amherst Heritage Trust and funded by National Lottery Heritage Fund. The project has transformed areas of historic value including the Barrier Ditch in Chatham, a critical part of Chatham's historic defences, and Spur

Battery within Fort Amherst. More information about Command of the Heights is available here:

https://www.medway.gov.uk/info/200177/regeneration/464/greenspace_regeneration_projects/4

The National List of Buildings of Special Architectural or Historic Importance

The most recent national data available from Historic England indicates that Medway has 730 entries in the national list of buildings of special architectural or historic importance:

- 49 Grade I Listed Buildings
- 78 Grade II* Listed Buildings
- 524 Grade II Listed Buildings
- 77 Scheduled Monuments
- 2 Historic Parks and Gardens

For more information on listings see:

https://historicengland.org.uk/listing/

Health and Communities

Life expectancy

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

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

The latest information available at Local Authority level covers the period 2018-2020. In Medway for this period, life expectancy has risen marginally. It is however consistently lower than the average age for England.

Table: Medway life expectancy (years)

	2014-16	2015-17	2016-18	2017-19	2018-2020
Male	78.4	78.8	79.0	79.1	78.3
Female	82.2	82.5	82.6	82.6	82.4

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

Table: England life expectancy (years)

	2014-16	2015-17	2016-18	2017-19	2018-2020
Male	79.5	79.6	79.6	79.8	79.4
Female	83.1	83.1	83.2	83.4	83.1

Public Health England
https://fingertips.phe.org.uk/search/life%20expectancy

Ward Data

Life expectancy at birth is calculated from deaths from all causes and mid-year population estimates (MYEs) for each respective time period.

This year there is a delay in the MYEs due the incorporation of the 2021 Census.

MYEs are the official source of population sizes in-between censuses. The estimates roll forward the population found by the previous census one year at a time, by accounting for births, deaths, international migration and internal migration. MYEs for mid-2011 through to mid-2020 used the 2011 census as their starting point

In a census year, the starting point for the MYEs is the "usually-resident population" on Census Day. The additional production time for mid-2021 reflects the extra work needed to incorporate Census 2021 into the mid-year estimates.

Source: Office for National Statistics. (2022):

Methods for producing mid-2021 population estimates rolled forward from Census 2021

Mortality

The death rate in Medway as measured by the Age-Standardised Mortality Ratio (ASMR – see glossary for definition) stands above the Kent, regional and national levels. Rates in all areas have all decreased since last year.

In 2021 in England and Wales the COVID-19 pandemic was the leading cause of deaths at 11.5%, followed by dementia and Alzheimer disease at 10.4%, then Ischaemic heart diseases at 9.7%.

Table: Age-Standardised mortality rates (per 100,000 population)

	2018	2019	2020	2021
Medway	1063.6	1,016	1,164.2	**1,148.3**
Kent	956.7	911.4	1,028.3	**968.8**
South East	880.9	845.8	940.9	**908.7**
England/Wales	965.4	925.0	1,048.3	**990.7**

Table: Medway – Age-Standardised mortality rate by gender (per 100,000 population)

	2018	2019	2020	2021
Male	1,238.9	1,209.8	1,403.6	**1,338.4**
Female	919.4	872.2	965.9	**990.4**

Source table 2a:
https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/datasets/deathsregisteredinenglandandwalesseriesdrreferencetables

For more detailed information on health in Medway go to:
http://www.medwayjsna.info/

Hot food takeaway guidance

In order to promote a healthier Medway, in February 2014 Medway Council produced a Hot Food Takeaway Guidance Note for use in considering planning applications:

https://www.medway.gov.uk/downloads/file/2333/hot_food_takeaways_in_medway_-_a_guidance_note

The purpose of this guidance was to manage the potential proliferation of hot food takeaways, to help reduce obesity particularly among children, create a healthier environment, more vibrancy in town centres and to assist the creation of a more diverse offer in retail areas. The guidance supports a 400m buffer around schools to manage the siting of takeaways and the restriction on hours of operation. It is part of a wider package of measures to improve health.

Obesity and poor diet can lead to serious health issues for our local population. COVID-19 significantly impacted the delivery and consequently the analysis of the National Child Measurement Programme in 2020/21. Data was only released for the 20 local authorities that met the measurement threshold (75% or more children were measured compared to previous full measurement years, 2016 to 2017 and 2018 to 2019). Medway was one of those local authorities. There has been a large rise in the number of children in Reception and Year 6 (and presumably other years) who are overweight or obese both locally and nationally. The rise is far larger than any change seen since the National Childhood Measurement Programme began.

In 2020/2021 although the percentage (69.4%%) of adults in Medway who were overweight or obese fell from the high of 71.6% in 2019/20, it is still higher compared to the England average of 63.5%. The rates of overweight or obese children in both reception (31.5%) and year 6 (44.2%) has risen and are higher than the England averages (27.7% and 40.9%, respectively). Regionally the percentage is lower than Medway or nationally.

Table: Percentage classified as overweight or obese

	2016/17	2017/18	2018/19	2019/20	2020/21
Medway Reception (age 4/5)	22.6	23.4	24.0	25.5	31.5
South East Reception (age 4/5)	21.4	20.6	21.2	21.9	25.7
England Reception (age 4/5)	22.6	22.4	22.6	23.0	27.7
Medway Year 6 (age 10/11)	35.5	34.0	36.2	36.9	44.2
South East Year 6 (age 10/11)	30.6	30.8	30.3	31.7	35.9
England Year 6 (age 10/11)	34.2	34.3	34.3	35.2	40.9
Medway Adult 18+	64.6	69.2	69.6	71.6	69.4
South East Adult 18+	59.7	60.3	60.9	61.5	62.4
England Adult 18+	61.3	62.0	62.3	62.8	63.5

Sources:
https://fingertips.phe.org.uk/search/obesity
https://www.gov.uk/government/statistics/national-child-measurement-programme-ncmp-data-for-the-2020-to-2021-academic-year-by-local-authority

Medway Council has set out ambitions to improve the health and associated life chances of local people. The Hot Food Takeaway guidance sits within a wider programme promoting health and well-being. The aim is to reduce the concentration and clustering of hot food takeaways in core retail areas/town centres and reduce the prevalence of takeaways to prevent proliferation. The proposals apply only to new hot food takeaways seeking planning permission.

Use of guidance:

The planning guidance note has been used in 3 applications during 2021/2022.

All 3 of the applications were refused.

Table: Application theme 2017/18 – 2021/22

	New takeaway	Change of use	To extend hours	Other	Total number of applications
2017-18	0	13 (81%)	3 (19%)	0	16
2018-19	1 (14%)	4 (57%)	2 (28%)	0	7
2019-20	0	1	0	0	1
2020-21	0	3	0	0	3
2021-22	0	3	0	0	3

Table: Application outcome – 2017/18 - 2020/21

	Approved	Approved with conditions	Refused	Total number of applications
2017-18	10 (71%)	1 (7%)	3 (21%)	14
2018-19	0	2 (28%)	5 (71%)	7
2019-20	0	0	1	1
2020-21	0	1	2	3
2021-22	0	0	3	3

A Better Medway

This supports the local population to live a healthier lifestyle. Current programmes include:

- Get Active – health walks, cycling and cycling groups and Man vs Fat – a football league for men who have a body mass index (BMI) that is 27.5 or higher
- Quit smoking – services to assist and support this are provided
- Healthy Way - healthy way is a free programme that supports residents to adopt a healthier lifestyle through diet, stress management and behaviour change
- Healthy Mind – supporting mental health
- Healthy eating – range of family and adult cookery courses and workshops
- Healthy child – breastfeeding, school programmes, family cookery classes, early years
- Suicide prevention (Ask. Listen. Stop suicide)
- Alcohol and your health – substance misuse support
- NHS Health checks, sexual health, oral health
- Lose weight – courses and digital support programmes to help both adult weight loss and family weight management (Tri for you and FitFix)

- Healthy Workplace – this programme helps businesses of all sizes become healthier places to work
- Medway Go – Holiday Activity Food programme for children in receipt of free school meals through holiday periods.
- Access to sports centres offering swimming and a number of fitness classes.

Further details on the programmes, information and support are available at:

https://www.medway.gov.uk/homepage/48/a_better_medway

To read The Director of Public Health for Medway's Annual Report 2020-21 'Healthy Minds, Healthy People' click on the link below:

https://www.medway.gov.uk/downloads/file/7556/annual_public_health_report_-_2020_to_2021

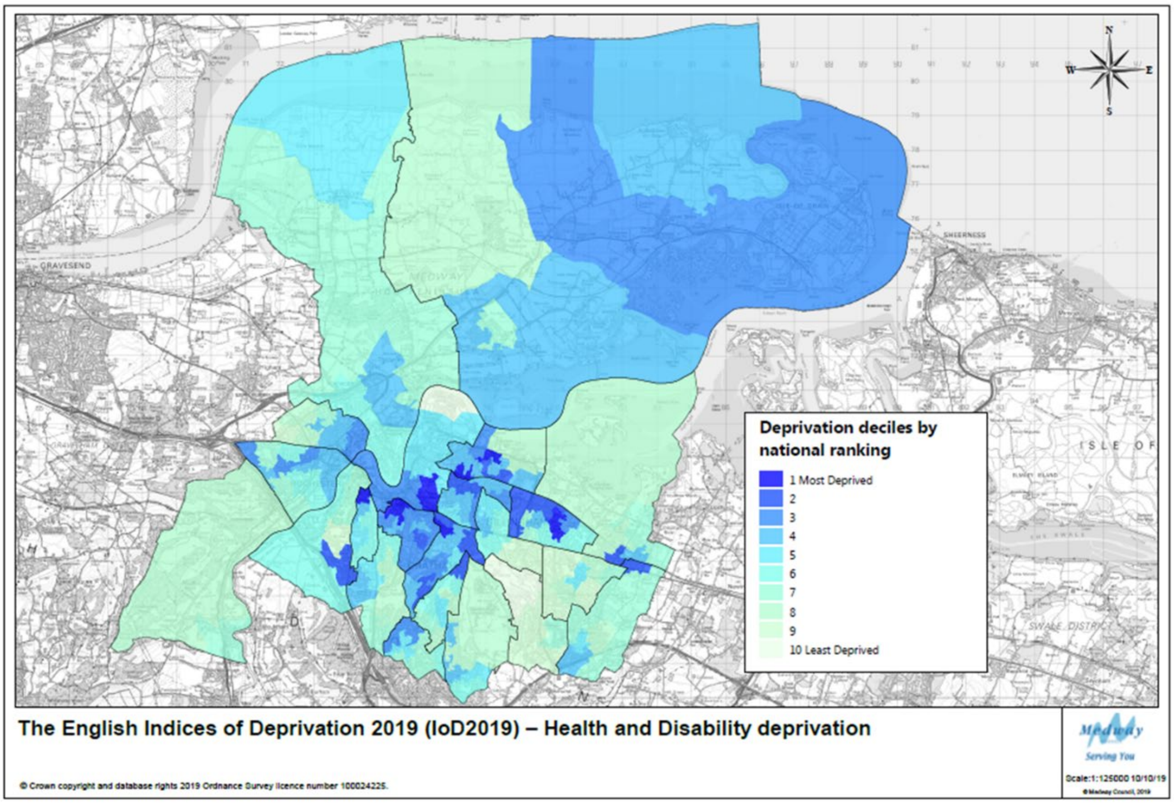
Health Deprivation

The Indices of Deprivation are a unique measure of relative deprivation at a small local area level (Lower-layer Super Output Areas) across England.

Medway ranks in the 38 % most deprived local authorities nationally for health. Seven areas rank in the most deprived 10% nationally for health and 20 rank in the most deprived 20% nationally.

Health deprivation is measured as the risk of premature death and the impairment of quality of life through poor physical or mental health.

There has been a relative worsening in health deprivation, with Medway seeing an extra four areas in the most deprived 10% nationally and an extra eight areas in the most deprived 20% nationally. While the most severely affected areas for health deprivation are spread across a number of wards in Gillingham, Chatham and Rochester, Gillingham North stands out as having two areas in the most deprived 10% for health, while River stands out as having the most deprived area for health in Medway. Medway's most deprived area – located in River Ward[3] overall for multiple deprivation is ranked in the most deprived 1% of neighbourhoods for health nationally.



The English Indices of Deprivation 2019 (IoD2019) – Health and Disability deprivation

More information on the IoD can be found in the Population, Economy & Employment and Infrastructure (Education) sections of this report.

3 Lower Output Area 015E

Infrastructure

Education

GCSE attainment scores

A new grading system was introduced in 2017; for further information see link below:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/800507/GCSE_factsheet_for_parents__final_.pdf

A school's *attainment 8* score is the average of all of its students' scores. Students do not have to take 8 subjects, but they score zero for any unfilled slots. For comparison the England and Medway scores are set out below. Both England and Medway have improved over the 3 years of data published, with Medway performing slightly above the England average.

Table: Average attainment score 8 per pupil

	2017	2018	2019	2020	2021
Medway	45.7	46	46.6	*	*
England	44.6	44.5	44.7	*	*

* Due to the impact of the COVID-19 pandemic, most exams and assessments did not take place in 2019/20. As a result of this, the government announced that it would not publish school or college level results data for 2020 or 2021.

Source:
https://www.compare-school-performance.service.gov.uk/schools-by-type/2021?for=secondary&step=default&table=schools&region=887&geographic=la

Planning Applications for Schools

Leigh Academy Rainham, a brand new co-educational secondary school, opened for the first cohort of year 7 children in September 2021.

An application for a brand new school on a former playing field off City Way Chatham was approved for a 3 storey 6 form entry secondary school for 900 pupils and a 285 pupil sixth form.

During the year a number of schools have submitted and had approved planning applications to improve and upgrade their buildings and facilities, these are set out in the table below.

As well as these schools listed, a number of others have ongoing schemes and have had amended plans and details approved to existing schemes. They include:

- Greenacre Academy, 157 Walderslade Road, Walderslade
- The Howard School, Derwent Way, Rainham
- Chatham Grammar School for Girls, Rainham Road, Chatham
- Leigh Academy Rainham
- Bradfields School, Churchill Avenue, Wayfield, Chatham

- The Hundred of Hoo School, Main Road, Hoo St Werbergh
- Rochester Riverside
- Hoo St Werburgh Primary School and Marlborough Centre
- Abbey Court School, Cliffe Road, Strood, Rochester
- Rochester Grammar School for Girls
- Featherby Infant School Allington Road Gillingham
- Greenvale Infant School, Symons Avenue, Chatham

Application Number	Address	Works/Description
MC/21/0215 MC/21/2286	Greenacre Academy, 157 Walderslade Road, Walderslade	Installation of a fenced enclosure for the siting of 12 x storage containers Installation of 7 windows and two access ramps to facilitate conversion of two changing rooms, office and store into two classrooms, new changing room and store.
MC/22/0107 MC/21/1785	Bradfields School, Churchill Avenue, Wayfield, Chatham	Installation of a substation and switch room Construction of a new two storey SEN Teaching block to accommodate the expansion in student capacity at Bradfields Academy by 100 pupils and the provision of an additional 47 parking spaces
MC20/2839 MC/21/1692 MC/21/1942 MC/21/1221	Land off City Way	Construction of a 3-storey, 6FE secondary school with 900 pupils and a 285 pupil sixth form with associated accesses (including for construction traffic), parking and hard and soft landscaping and sports pitches including all-weather pitch.
MC/21/1735	Luton Primary School, Luton Road, Chatham	Construction of a ramp to connect the juniors and infants' school areas of Luton Primary School including boundary fencing and increase in wall height - removal a two detached block buildings.
MC/21/2320	Fort Pitt Grammar School, Fort Pitt Hill, Chatham	A proposed layout/wall change to west building to accommodate improved classroom provision, existing access stair to be enclosed and new associated access stair to be provided. Installation of glazed screens to SW covered balcony area, removal of obsolete steel railings at ground floor; associated path/steps/ramps landscaping works.
MC/21/1654	Holcombe Grammar School, 103 Maidstone Road Chatham	Construction of new external canopy in front of the classroom buildings.
MC/21/1239	St Thomas More RC Primary School	Installation of boundary fencing to the playing field along the boundary to the rear of Sussex Drive

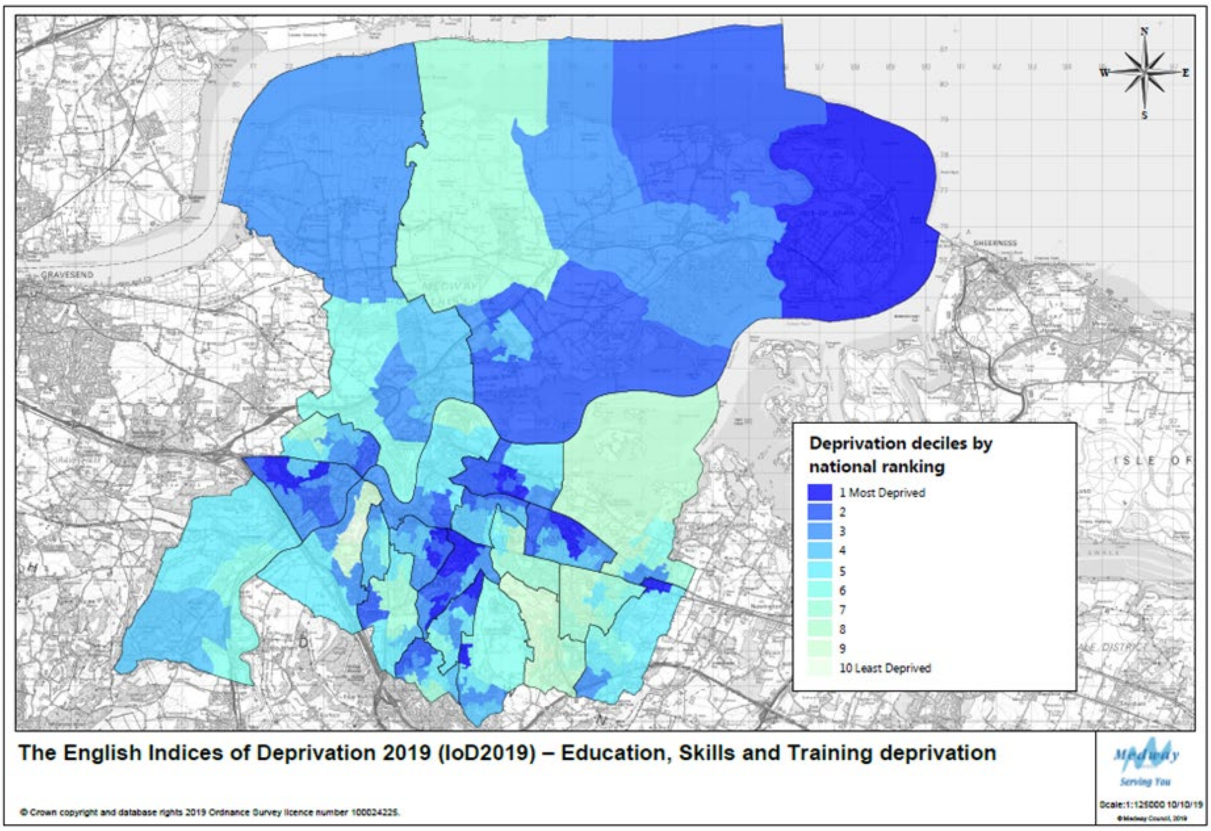
Education, Skills and Training Deprivation

The Indices of Deprivation are a unique measure of relative deprivation at a small local area level (Lower-layer Super Output Areas) across England.

Medway ranks in the 22% most deprived local authorities nationally for education, this is Medway's second weakest theme after crime. Eighteen areas rank in the most deprived 10% nationally for education and forty-two rank in the most deprived 20% nationally.

Wards most severely affected by education deprivation are Luton & Wayfield, Strood South, Chatham Central, Gillingham North and Twydall.

Luton & Wayfield stands out as having five areas ranked in the most deprived 10% nationally, while Chatham Central contains the most educationally deprived area (LSOA 022B), which ranks in the 1% most deprived areas nationally.



More information on the IoD can be found in the Population, Economy & Employment and Health & Communities sections of this report.

Infrastructure

Developer Contributions

The government requires all local authorities to publish an Infrastructure Funding Statement (IFS) on an annual basis. This covers information on developer contributions/obligations relating to Section 106 agreements.

The IFS will be published by end December 2022

- All developer contributions received 01/04/2021 – 31/03/2022
- All expenditure of developer contributions during 01/04/2021 – 31/03/2022
- Information on Affordable Housing provision
- Information on future infrastructure provision

The IFS will be published on the Medway Council website Planning Policy pages:

https://www.medway.gov.uk/info/200149/planning_policy/597/local_development_scheme_and_monitoring/5

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

More information can be found here:

https://www.medway.gov.uk/info/200161/travel/545/transport_plans_and_policies/2

External Funding

As outlined within the Development and Regeneration section, Medway has successfully secured funding for various local schemes. Updates on some of the key transport projects are set out below:

Housing Infrastructure Fund - £170m secured from Homes England to invest in highways improvement and increased capacity at Four Elms, and access to/from the Hoo Peninsula and the introduction of passenger rail services to Hoo. There has been a programme of consultation on the proposed projects, and ongoing project development work. This project encompasses and expands on the original A289 Four Elms Roundabout to Medway Tunnel Journey Time and Network Improvements Local Growth Fund project.

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, from and within the Medway City Estate. Interventions already successfully implemented under Phase 1 of the project include the provision of new traffic signals on the westbound entrance to Medway Tunnel. The traffic signals are operational and testing has identified the most effective manual operation of the signals to offer the most benefit to users of Medway City Estate while minimising disruption to the remainder of the road network.

Consultation was carried out with businesses and employees on the Estate to inform the development of Phase 2 of the project. £1.7 million was secured from the government's Local Growth Fund (LGF), through the South East Local Enterprise Partnership (SELEP), to create a new slip road to bypass the roundabout from Medway City Estate onto Berwick Way. The improvement works aim to help traffic leave the estate more easily during peak times. The slip road is now complete.

Strood town centre journey time and accessibility enhancements

The Strood town centre project has continued to deliver journey time and accessibility enhancements to the town centre including changes to the road layout to improve traffic flow and installation of new crossing points to enhance pedestrian safety. Further improvements are being made to pedestrian routes and road surfacing. The final stages of the project will see the installation of feature lighting and the completion of landscaping to make the town greener. The installation of energy efficient LED street lights will also continue. The project is now complete.

Medway Tunnel – nearly £5m secured from the Department for Transport to replace and upgrade critical assets relating to the Medway Tunnel. These include new ventilation fans, crash barriers, a vehicle monitoring system and slip road improvements over the next five years. These works will be carried out over the next 5 years.

Medway Cycling Action Plan
The delivery of a package of measures, to improve access to cycling in Medway (as outlined in the Medway Cycling Action Plan document), was completed by March 2019. A total of 13.8km of new cycle routes have been introduced. In addition, a further 2.8km of existing cycle routes have been improved as part of the delivery of the plan. Cycle parking counters have been installed on all completed cycle routes. Funding has been secured for a new cycle rail hub at Chatham Railway Station, which is also now open.

Estimated traffic flows for cars and all vehicle types

Table: Car Traffic – Million miles

	*2017	*2018	*2019	*2020	2021	% change 2020–2021
Medway	690	686	693	552	**598**	+8%
Kent	7,170	7,197	7,239	5,496	**6,068**	+10%
South East	43,150	42,885	43,210	31,855	**35,285**	+11%
England	220,941	221,806	225,160	169,561	**189,675**	+12%

** Estimates for the period since 2000 have been revised following the minor road review so will therefore be different to the figures published in previous AMRs. Further details available at:*
https://www.gov.uk/guidance/road-traffic-statistics-information

After 2019 when both the car traffic figure and the motor vehicle traffic figure in Medway had risen to the highest levels since records began in 1993, they then fell to the lowest levels for the past 20 years due to the effects of the lockdown restrictions during the COVID-19 pandemic. Traffic flows started to increase again this year but are still lower than they were five years ago (13% lower for cars and 11% for all motor vehicle traffic) This is broadly consistent on a national level with a higher percentage reduction on a regional level.

Motor Vehicle Traffic – Million miles

	*2017	*2018	*2019	*2020	2021	% change 2020 - 2021
Medway	874	868	879	728	**782**	+7%
Kent	9,446	9,531	9,579	7,616	**8,385**	+10%
South East	54,615	54,488	54,888	42,419	**46,905**	+11%
England	284,188	285,536	289,473	228,152	**254,369**	+11%

** Estimates for the period since 2000 have been revised following the minor road review so will therefore be different to the figures published in previous AMRs. Further details available at:*
https://www.gov.uk/guidance/road-traffic-statistics-information

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
Traffic (www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics)
Tables TRA8901 & TRA8902

Passenger journeys on local bus services

In 2020/21 5.6 million bus passenger journeys were made in Medway, a fall of 31% in bus usage over the previous year. Kent, South East and England all saw significant falls on the previous year due to the COVID-19 pandemic lockdown restrictions.

Table: Passenger journeys on local bus services - millions

	2016/17	2017/18	2018/19	2019/20	2020/21	% change 2019/20 - 2020/21
Medway	8.7	8.2	8.2	8.1	**5.6**	-31%
Kent	56.7	55	53.3	51.8	**14.4**	-72%
South East	355.4	349.1	347.8	333.8	**109.3**	-67%
England	4,438.7	4,348.1	4,306.1	4,072.7	**1,574.5**	-61%

Source: DfT transport statistics
https://www.gov.uk/government/collections/bus-statistics
Table BUS0109a

Bus Service Improvement Plan

The Department for Transport (DfT) published its National Bus Strategy in March 2021. The strategy changes the regulatory framework under which buses have operated for the past 35 years and will be supported by £3 billion of investment across England, along with a commitment to repurpose current funding. The main objective of the strategy is to provide passengers with more frequent, more reliable, easier to use, better coordinated and cheaper bus services. This new approach acknowledges the role the bus can play in achieving a net zero emission society and serves as a commitment to supporting bus and bus rapid transit schemes.

The National Bus Strategy expects all Local Transport Authorities (LTAs) to set up an Enhanced Partnership (EP). An EP is a statutory arrangement under the 2017 Bus Services Act whereby the LTA and local bus operators work together to improve local bus services. It needs to include a clear vision of the improvements that the EP is aiming for and actions to achieve them.

By the end of October 2021, Government expects all LTAs to publish a local Bus Service Improvement Plan (BSIP). This must set out how LTAs will use their EP to deliver an ambitious vision for bus travel, meeting the overarching goal of the National Bus Strategy to grow back patronage after the pandemic and then to increase it and raise the mode share of the bus.

Medway's Cabinet signed off Medway's BSIP on 19 October 2021 and covers the whole of the Medway Council area, for which there will be a single Enhanced Partnership. This excludes services covered by the English National Concessionary Travel Scheme, even where these may be registered in the Medway area. Unfortunately Medway Council was unsuccessful in receiving funding.

You can find out more about Medway's Bus Service Improvement Plan here:

https://www.medway.gov.uk/bsip

Railway Stations

Medway has seven train stations within the borough.

Cuxton and Halling are on the Medway Valley line that runs between Strood and Tonbridge and connections at Strood station provide for onward journeys to London or east Kent.

Rainham, Gillingham, Chatham, Rochester and Strood are served by the north Kent line, with links to London. These are the busiest trains and take the bulk of passengers during the early morning and evening rush hours to and from the capital.

Table: Passenger usage per annum - millions

Station	2016-17	*2017-18	2018-19	2019-20	2020-21	% change 2019/20 - 2020/21
Chatham	2.74	2.73	2.73	2.62	**0.826**	-68%
Cuxton	0.04	0.05	0.06	0.06	**0.03**	-50%
Gillingham	2.73	2.74	2.75	2.52	**0.94**	-63%
Halling	0.07	0.09	0.1	0.09	**0.03**	-67%
Rainham	1.82	1.82	1.93	1.87	**0.46**	-75%
Rochester	1.63	1.82	2.06	2.12	**0.56**	-74%
Strood	1.13	1.07	1.19	1.16	**0.45**	-61%

**figures were revised by Office of Rail and Road in March 2020*

In recent years a marked increase in use of Halling and Cuxton stations is likely to be due to new development at St Andrews Park and Peters Village, as well as the high speed train service.

However, in 2020-21, all stations saw a substantial reduction in station usage due to the COVID-19 pandemic lockdown restrictions.

Source:
https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/
Table 1410 Station usage 2020/21 data

Minerals, Waste and Energy

Minerals

As the Minerals Planning Authority for Medway, Medway Council provides planning policy, and determines planning applications, related to the supply of minerals in Medway.
Saved policies concerning the suitability of development associated with the supply of minerals are set out in the following plans:

- Brickearth May 1986 local plans and maps
- Kent minerals local plan: Construction aggregates December 1993
- Kent minerals local plan - construction aggregates December 1993 (Medway)
- Kent minerals local plan - Chalk and Clay December 1997
- Kent minerals local plan - Chalk and Clay December 1997 - Medway
- Kent minerals local plan - Oil and gas December 1997

Minerals of 'local and national importance' that exist within Medway are sharp sand and gravel (aggregates), chalk and brickearth.

There are currently no sites, or extant planning permissions, for working chalk and brickearth in Medway. The position with regard to sharp sand and gravel, and supply of aggregates, more generally, is reported annually in the Council's Local Aggregates Assessment (LAA). The latest LAA, that reports in the supply of aggregates in 2021, can be found here:

https://www.medway.gov.uk/info/200149/planning_policy/597/local_development_scheme_and_monitoring/4

The LAA includes a 'dashboard' that summaries the position with regard to aggregates supply and this is reproduced below.

The dashboard indicates that 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. A Waste Needs Assessment carried out in 2020 suggests there is 135ktpa recycled aggregate production capacity in Medway. Extraction of sand and gravel from the quarry at Kingsnorth has resulted in levels of land won sales not seen for over ten years but this is not expected to last for more than three more years. The Local Plan allows for additional reserves but no interest has been shown by industry. The emerging Local Plan seeks to safeguard resources and infrastructure and identify Areas of Search for sand and gravel extraction.

In common with much of the South East, there is high demand for housing in Medway. The government's assessment of Local Housing Need in Medway is for almost 29,000 new homes by 2040. Major construction projects proposed in the wider South East region dependent on aggregates include Ebbsfleet Garden City, Lower Thames Crossing, Thames Tideway Tunnel, Crossrail 2, HS2 and the London Underground Northern Line extension.

Quarry Sales	2020 Sales (Mt) & Trend[1]	Average (10-yr) Sales & Trend[1]	Average (3-yr) Sales & Trend[1]	LAA Rate (Mt)[2]	Reserve (Mt)	Landbank (years)	Allocations (years)	Capacity (Mtpa)	Comments[3]
Soft Sand									No known reserves
Sharp Sand & Gravel	c	0.043 ↑	0.134 ↑	0.134	0.574	4.3	n/a	>0.200	Two quarries, one inactive
All Sand & Gravel[4]	c	0.043 ↑	0.134 ↑	0.134	0.574	4.3	n/a	>0.200	Two quarries, one inactive
Crushed Rock									No known reserves

Aggregate Infrastructure Sales	2020 Sales (Mt) & Trend[1]	Average (10-yr) Sales & Trend[1]	Average (3-yr) Sales & Trend[1]	LAA Rate[2] (Mt)	Capacity (Mtpa)	Comments[3]
Recycled / Secondary Aggregates[5]	c	0.04 ↓	0.017 ↓	n/a	0.135	Current temporary permissions may impact future supply. Closed Kingsnorth Power Station may be a source of coal derived fly ash
Marine Sand & Gravel	1.786 ↑	1.478 ↑	1.347 ↓	n/a	4.150	Established importation and distribution facilities with potential for growth. The capacity is combined total for all wharves across all aggregate types
Rock Imports by Sea	1.277 ↓	1.03 ↑	1.379 ↑	n/a	4.150	Established importation and distribution facilities with potential for growth. The capacity is combined total for all wharves across all aggregate types
Rail Depot Sales (Sand & Gravel)	c	n/a	n/a	n/a	n/k	Established aggregates rail depot.
Rail Depot Sales (Crushed Rock)	c	n/a	0.002 ↓	n/a	0.100	Established aggregates rail depot. Estimate based on previous years.

See notes on next page

Notes:

1. **Trend –** indicates whether the average sales are (compared with the previous year's LAA average sales) increasing (upwards arrow), declining (downwards arrow) or no change (level arrow).
2. **LAA Rate** – The LAA Rate is the level of sales used to estimate future requirements and is based on historic sales and other relevant local information. Another term for 'LAA Rate' is 'Aggregate Provision Rate'.
3. **Comments** – Comments explain possible anomalies e.g. peculiarities about current sales, landbank limitations, important infrastructure changes, soft sand sales at wharves, origins of aggregate imports by sea/rail etc.
4. **All sand and gravel** – soft sand and sharp sand and gravel taken together.
5. Sales data relates to secondary aggregates only i.e. recycled aggregates sales are not shown (but capacity is)
6. **Shading** applied where aggregate supply source is not relevant.
7. **General Comments** – this provides the overall picture with reference to demand, factoring in export requirements and sustainability of supply – landbank, allocations, infrastructure capacity - to meet this. This includes whether an appropriate contribution is being made to what are understood to be the aggregate supply that is required of the area and an analysis of the adequacy of the current local plan and whether this should be reviewed.
8. '**c**' denotes where sales data is not published due to commercial confidentiality.

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.

Saved policies concerned with the suitability of development associated with the management of waste are set out in the Kent Waste Local Plan 1998. Details of which policies are saved can be found here:

https://www.medway.gov.uk/downloads/file/619/kent_waste_local_plan_march_1998_-_medway

The main types of solid waste produced and managed in Medway are as follows:

- Local Authority Collected Waste (LACW);
- Commercial and Industrial Waste (waste from businesses) (C&I waste);
- Construction, Demolition and Excavation Waste (CDEW); and,
- Hazardous Waste from various sources;

Medway Council also has responsibility for the collection and management of LACW that includes household waste collected from homes in Medway and delivered by Medway residents to the three Household Waste and Recycling Centres provided by the Council.

The following information on waste management in Medway is taken from assessments of waste arisings and management prepared to accompany the emerging new Medway Local Plan. These assessments use data published in the Environment Agency Waste Data Interrogators[4] and 'WasteDataFlow'. WasteDataFlow[5] is the portal used by Medway Council to provide the Government with data on arisings and management of LACW.

Waste arisings

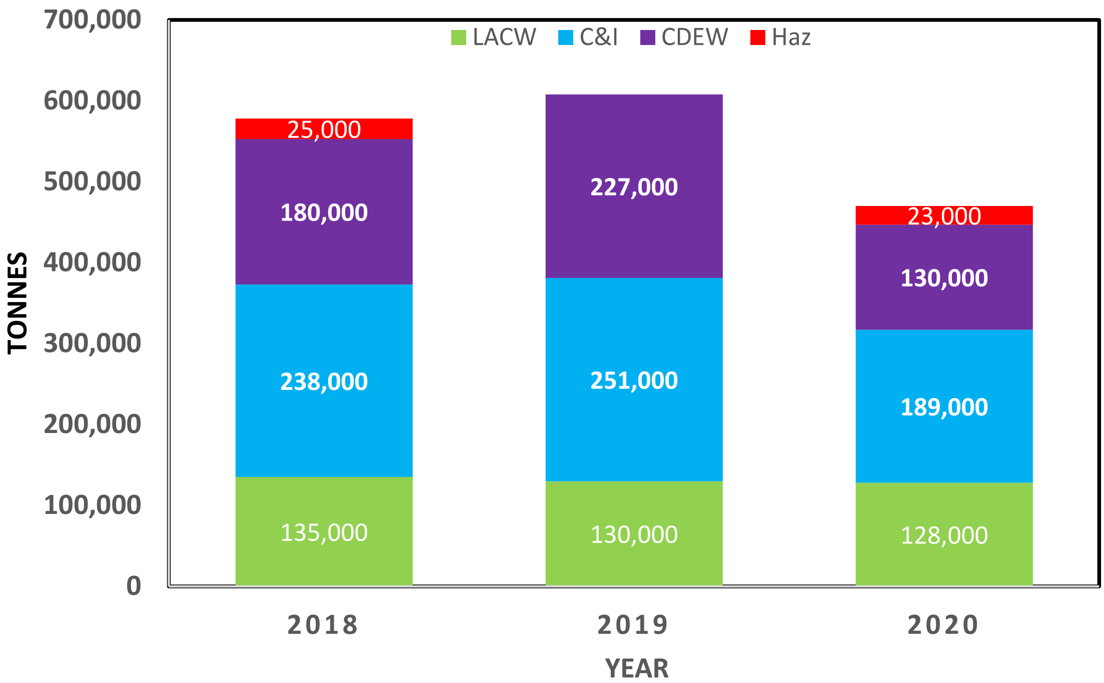
The table below show the quantities of the different types of waste that have been produced in Medway in recent years. The table indicates that the main type of waste produced is from industry and other businesses such as offices and retail, known as 'Commercial and Industrial' Waste.

Table: Waste produced in Medway (tonnes) (rounded to nearest thousand)

	2018	**2019**	**2020**
Local Authority Collected including household	135,000	130,000	128,000
Commercial and Industrial	238,000	251,000	189,000
Construction, Demolition and Excavation	180,000	227,000	130,000
Hazardous	25,000	-	23,000

4 https://www.gov.uk/guidance/how-to-access-waste-management-data-for-england
5 https://www.wastedataflow.org/

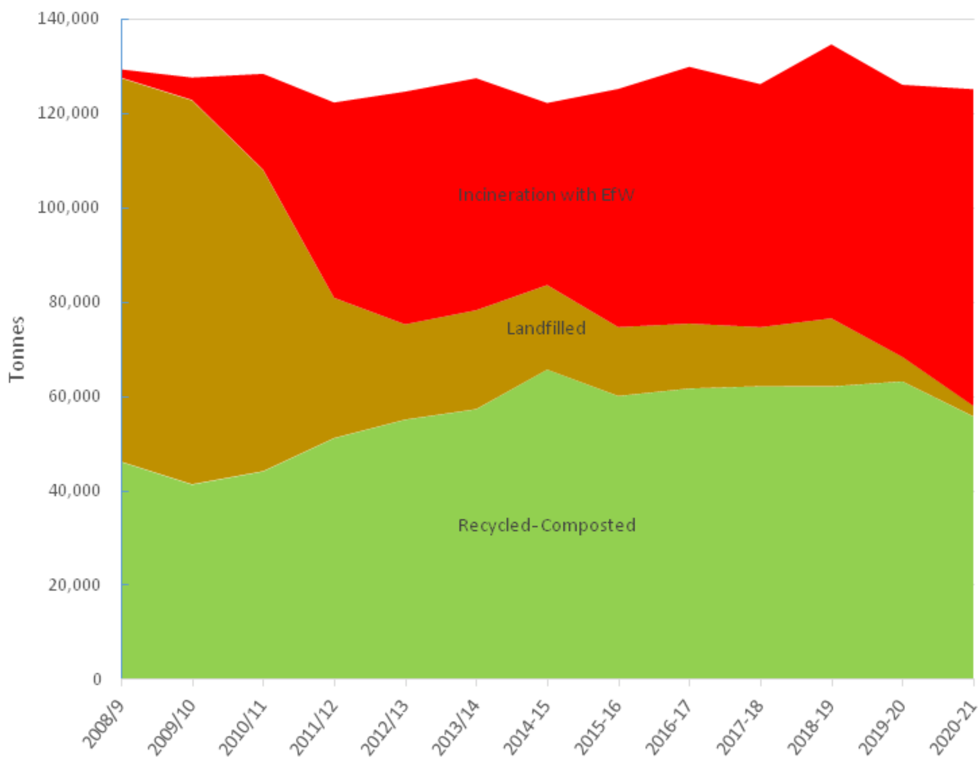
Chart: Waste Arisings from Medway 2018-2020



Local Authority Collected Waste

The chart below shows the progress that has been made to divert LACW from landfill over the past 13 years.

Chart: Management Profile for Medway LACW 2008/09-2020/21



The profile of LACW management between 2008/09 and 2020/21 is underpinned by recycling and composting which peaked in 2014/15 (50%) and stabilised from 2015-16 to 2019-20 with an average rate of c47% (c62,000tpa). A decline of c5% in recycling was seen in 2020-21 to c56,000t. There is a transition in management method for residual waste (waste remaining after recycling/composting) away from landfill and towards Energy from Waste (EfW), with landfill reducing to c2% and EfW increasing to 53% in 2020-21.

How Waste Produced in Medway is Managed

Medway currently benefits from a range of waste management facilities that assist in the delivery of sustainable waste management. The main types of facilities are 'intermediate' facilities; these are facilities where waste may be recycled; processed prior to onward management; or simply bulked up/transferred.

The following capacity types exist within Medway which are capable of managing LACW and C&I waste[6]:

- Waste Transfer
- Waste Recycling
  - In vessel composting
  - CDEW Recycling Capacity
  - LACW/C&I Recycling Capacity inc metals
- Waste Recovery
  - RDF Production Capacity (from LACW and C&I)

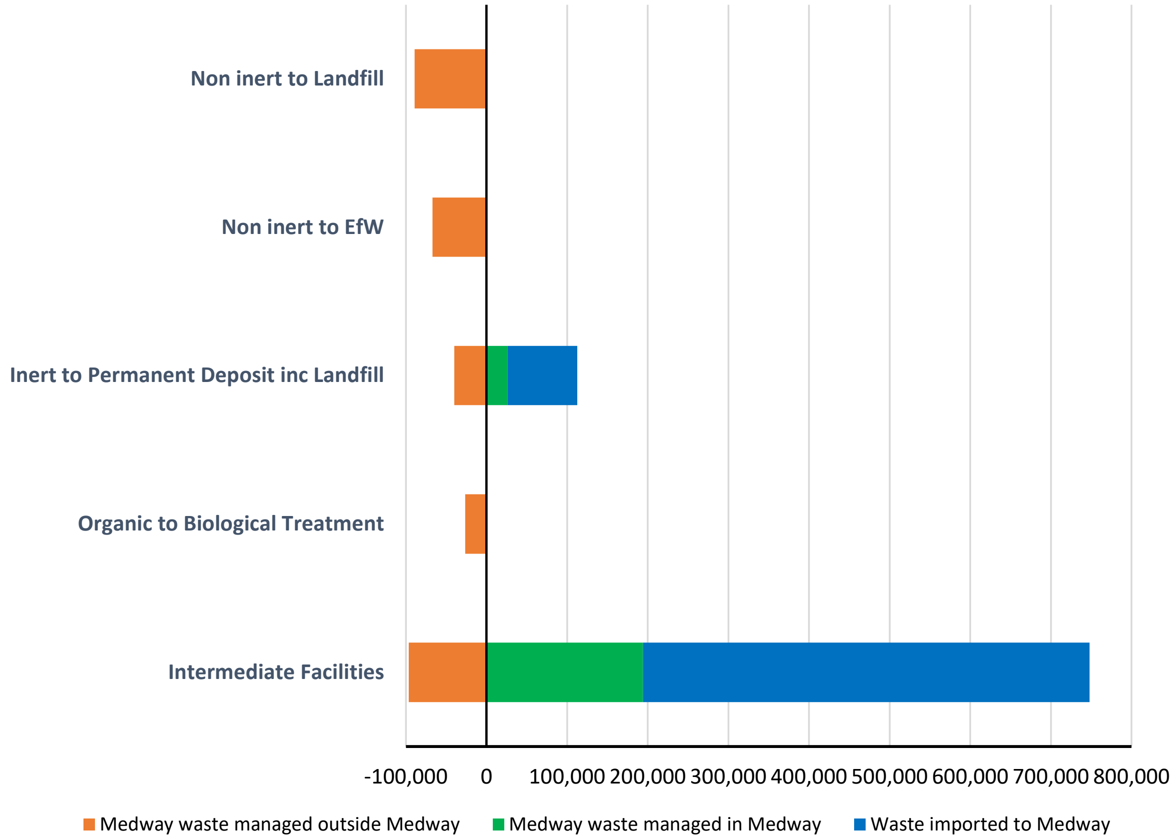
In addition there is just over 2.2 million cubic metres (3.3 million tonnes (at 1.5t/m^3)) of inert waste landfill capacity as follows:

- Alpha Lake, North Sea Terminal, Cliffe
- Chalk Lake, North Sea Terminal, Cliffe
- Manor Farm Barn Landfill Frindsbury

The chart below shows the types of facilities used for the management of waste produced in Medway and the extent to which waste is managed at facilities beyond Medway in 2020.

[6] See Table 6 Medway Waste Needs Assessment 2020 – Main Report, BPP Consulting, July 2020

Chart: Management of Waste Produced in Medway 2020



The chart above can be taken as a snapshot of the progress towards achieving 'net self sufficiency' in waste management capacity as a whole. Net self sufficiency is achieved when the quantity of waste managed in an area is the same or greater than the amount of waste produced in an area and is an objective that Medway Council aims for when planning for capacity. While overall Medway was net self sufficient in 2020, there was a significant reliance on capacity outside of the area for the management of non inert waste by landfill and EfW. The need for, and robustness of, reliance on capacity in other Plan areas for the management of some waste streams arising in Medway can be established through further assessment and engagement with the Waste Planning Authorities hosting facilities that Medway waste has travelled, or may travel, to in accordance with the Duty to Cooperate.

As the chart shows actual quantity of waste managed in 2020 rather than total capacity of facilities, and noting that most facilities rarely operate to their full capacity, the picture will underestimate the potential contribution Medway sites actually make to achievement of net self sufficiency. This is particularly the case in relation to existing landfill capacity plus recently consented capacity that is still to be built out such as the Material Recycling Facility consented to manage approximately 100,000 tonnes of municipal waste per annum at George Summers Close under consent MC/20/2055.

The most recent need assessment for hazardous waste found that in 2020 the quantity of hazardous waste managed within Medway exceeded the quantity of hazardous waste arisings by a significant margin. This shows that Medway is making a meaningful contribution towards hazardous waste management capacity serving the wider area.

Energy

Energy Performance

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

Energy Performance Certificates (EPCs)

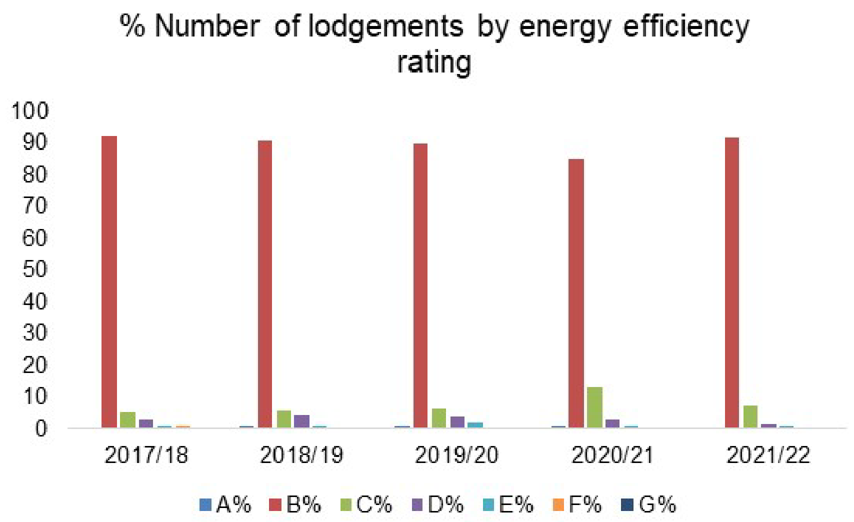
Two types of EPCs are issued on the completion of new dwellings – Energy Efficiency (based on fuel costs) and Environmental Impact (based on CO2 Emissions). An EPC gives a property an energy efficiency rating from A (most efficient) to G (least efficient) and is valid for 10 years.

New dwellings - Energy Efficiency (based on fuel costs)

Since 2017/18 the majority of dwellings have been constructed to a B energy efficiency rating (based on fuel costs) - this year 2021/22 was highest at 91.4%. This is consistent with the rest of England, although England's overall percentage of B ratings is lower (81.7%). Medway's C, D ratings reduced this year, E ratings remained the same and for the fourth year in a row there were no F or G rated dwellings completed (compared to England's 0.3 and 0.1% respectively).

Table: % Medway Number of lodgements by energy efficiency rating (based on fuel costs)

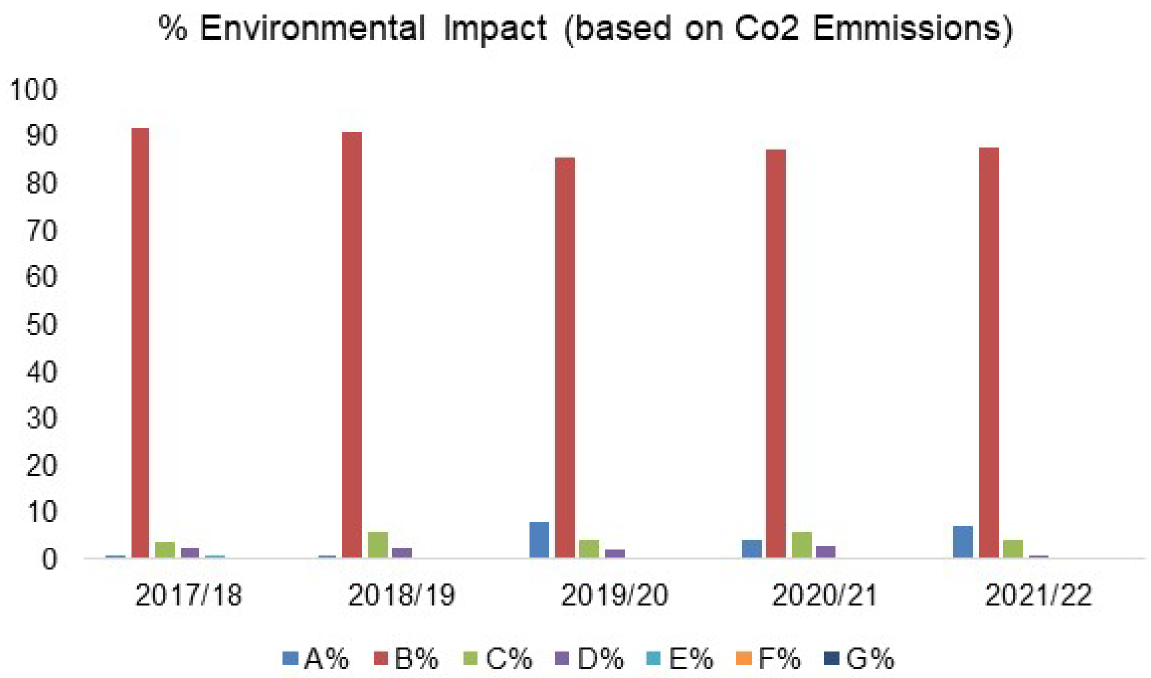
Year	A%	B%	C%	D%	E%	F%	G%
2017/18	0.0	90.2	4.8	2.5	0.5	0.1	0.0
2018/19	0.0	90.2	5.5	3.8	0.3	0.0	0.0
2019/20	0.2	89.6	6.2	3.6	1.4	0.0	0.0
2020/21	0.1	84.4	12.6	2.7	0.2	0.0	0.0
2021/22	**0.0**	**91.4**	**7.2**	**1.1**	**0.2**	**0.0**	**0.0**
England 2021/22	*2.2*	*81.7*	*11.4*	*3.5*	*0.9*	*0.3*	*0.1*



New Dwellings - Environmental Impact (based on CO2 Emissions)
Similar to the energy efficiency rating based on fuel costs, the majority of new homes have been constructed to a B rating. This year 2021/22 saw the second highest percentage of A ratings delivered in Medway in the last 5 years at 7%. The percentage of C rated homes fell by 25% from last year and D rated by 68%. No G ratings have been built in Medway since records began in 2008. Compared to England, Medway has broadly produced similar building environmental impact ratings, with most new dwellings reporting ratings B. England has produced a higher percentage of A rated dwellings, although it has also produced a small percentage of F and G rated dwellings, compared to Medway's zero percentage of F and G ratings.

Table: Medway New Dwellings - Environmental Impact (based on CO2 Emissions)

Year	A%	B%	C%	D%	E%	F%	G%
2017/18	0.8	91.9	4.0	2.4	0.7	0.1	0.0
2018/19	0.6	91.0	5.8	2.3	0.3	0.0	0.0
2019/20	8.0	85.5	4.1	2.2	0.2	0.0	0.0
2020/21	4.1	87.3	5.8	2.8	0.0	0.0	0.0
2021/22	**7.0**	**87.5**	**4.3**	**0.9**	**0.2**	**0.0**	**0.0**
England 2021/22	*12.77*	*75.96*	*7.14*	*2.99*	*0.65*	*0.41*	*0.07*



Source:
Tables NB1 and NB2
https://www.gov.uk/government/statistical-data-sets/live-tables-on-energy-performance-of-buildings-certificates

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.

Age-Standardised mortality rates – (ASMRs) are used to allow for comparisons to be made between populations that may contain different overall population sizes and proportions of people of different ages. They allow for differences in the age structure of populations and therefore allow valid comparisons to be made between geographic areas, over time and between sexes. It is a statistical measure to allow more precise comparisons between two or more populations by eliminating the effects in age structure by using a "standard population". The higher the number, the higher the mortality rate.

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). Depending on the specifics of any proposed change of use, including any building work associated with the proposal, an application for planning permission or prior approval may be required.

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.

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 – first published in 2012, revised in 2018, updated in 2019 and then again in 2021, 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. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

PROW – Public Rights of Way

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).

S106 - A Section 106 is a legal agreement between an applicant seeking planning permission and the local planning authority, which is used to mitigate the impact of a new home on the local community and infrastructure.

Self-Build and Custom Housebuilding - Self-build is generally where the owner is directly involved with/manages the design and construction of their new home, whereas custom housebuilding means the owner commissions the construction of their home from a developer/builder/contractor/package company who builds the property to the owner's specifications. With custom build the occupants do not usually carry out any of the physical construction work but still make key design decisions.

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

Super Output Areas (SOAs) - a geography designed for the collection and publication of small area statistics. They are used on the Neighbourhood Statistics site and across National Statistics. Lower Super Output Areas (LSOAs) which 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.

ULEV – Ultra Low Emission Vehicle – emits extremely low levels of motor vehicle emissions compared to other vehicles.

Use Class - classes of land and building use as categorised by the Town and Country Planning (Use Classes) Order 1987 as amended.

Current use classes
On 1st September 2020, the following use classes were updated to replace those which had gone before:

Class B
- **B2 General industrial -** Use for industrial process other than one falling within class E(g) *(previously class B1)* (excluding incineration purposes, chemical treatment or landfill or hazardous waste)
- **B8 Storage or distribution -** This class includes open air storage.

Class C
- **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 three 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) covers 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.

Class E - Commercial, Business and Service
In 11 parts, Class E more broadly covers uses previously defined in the revoked Classes A1/2/3, B1, D1(a-b) and 'indoor sport' from D2(e):

- **E(a)** Display or retail sale of goods, other than hot food
- **E(b)** Sale of food and drink for consumption (mostly) on the premises
- **E(c)** Provision of:
    - **E(c)(i)** Financial services,
    - **E(c)(ii)** Professional services (other than health or medical services), or
    - **E(c)(iii)** Other appropriate services in a commercial, business or service locality
- **E(d)** Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink,)
- **E(e)** Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)
- **E(f)** Creche, day nursery or day centre (not including a residential use)
- **E(g)** Uses which can be carried out in a residential area without detriment to its amenity:
    - **E(g)(i)** Offices to carry out any operational or administrative functions,
    - **E(g)(ii)** Research and development of products or processes
    - **E(g)(iii)** Industrial processes

Class F - Local Community and Learning
In two main parts, Class F covers uses previously defined in the revoked classes D1, 'outdoor sport', 'swimming pools' and 'skating rinks' from D2(e), as well as newly defined local community uses.

- **F1 Learning and non-residential institutions –** Use (not including residential use) defined in 7 parts:
    - **F1(a)** Provision of education
    - **F1(b)** Display of works of art (otherwise than for sale or hire)
    - **F1(c)** Museums
    - **F1(d)** Public libraries or public reading rooms
    - **F1(e)** Public halls or exhibition halls
    - **F1(f)** Public worship or religious instruction (or in connection with such use)
    - **F1(g)** Law courts
- **F2 Local community –** Use as defined in 4 parts:
    - **F2(a)** Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres
    - **F2(b)** Halls or meeting places for the principal use of the local community
    - **F2(c)** Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)
    - **F2(d)** Indoor or outdoor swimming pools or skating rinks

Sui Generis
'Sui generis' is a Latin term that, in this context, means 'in a class of its own'.

Certain uses are specifically defined and excluded from classification by legislation, and therefore become 'sui generis'. These are:

- theatres
- amusement arcades/centres or funfairs
- launderettes
- fuel stations
- hiring, selling and/or displaying motor vehicles
- taxi businesses
- scrap yards, or a yard for the storage/distribution of minerals and/or the breaking of motor vehicles
- 'Alkali work' (any work registerable under the Alkali, etc. Works Regulation Act 1906 (as amended))
- hostels (providing no significant element of care)
- waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste
- retail warehouse clubs
- nightclubs
- casinos
- betting offices/shops
- pay day loan shops
- public houses, wine bars, or drinking establishments – *from 1 September 2020, previously Class A4*
- drinking establishments with expanded food provision – *from 1 September 2020, previously Class A4*
- hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises) – *from 1 September 2020, previously Class A5*
- venues for live music performance – *newly defined as 'Sui Generis' use from 1 September 2020*
- cinemas – *from 1 September 2020, previously Class D2(a)*
- concert halls – *from 1 September 2020, previously Class D2(b)*
- bingo halls – *from 1 September 2020, previously Class D2(c)*
- dance halls – *from 1 September 2020, previously Class D2(d)*

Other uses become 'sui generis' where they fall outside the defined limits of any other use class. For example, C4 (Houses in multiple occupation) is limited to houses with no more than six residents. Therefore, houses in multiple occupation with more than six residents become a 'sui generis' use.

Revoked Use Classes

Class A was revoked from 1 September 2020. Class A 1/2/3 were effectively replaced with Use Class E(a,b,c). A4/5 uses were not covered by Use Class E and became defined as 'Sui Generis'

- **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) including drinking establishments with expanded food provision
- **A5 Hot food takeaways -** For the sale of hot food for consumption off the premises.

B1 Business was revoked from 1 September 2020. It is effectively replaced with the new Class E(g).

- **B1 Business –** Uses which can be carried out in a residential area without detriment to its amenity. This class was formed of three parts:
    - B1(a) Offices - Other than a use within Class A2 (see above)
    - B1(b) Research and development of products or processes
    - B1(c) Industrial processes

Use Classes B2 and B8 remain valid (see 'Current Use Classes' above).
Use Classes B3 (revoked in 1992), and B4 to B7 (revoked in 1995) were used to call out specific industrial uses'

Class D was revoked from 1 September 2020. D1 was split out and replaced by the new Classes E(e-f) and F1. D2 was split out and replaced by the new Classes E(d) and F2(c-d) as well as several newly defined ‘Sui Generis’ uses.

- **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).

Windfall Site - Sites not specifically identified in the development plan (definition from revised National Planning Policy Framework 24 July 2018.