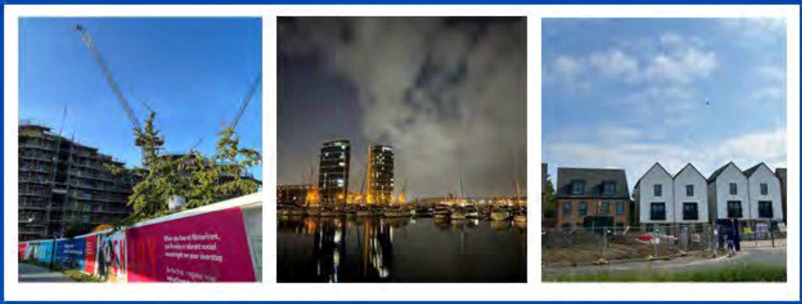
Appendix 1



Medway Authority Monitoring Report 2023

1st April 2022 — 31st March 2023

Volume 1 - Main Report

Medway Council

Serving You

December 2023

Executive Summary 2022/2023

NATIONAL HERITAGE LIST FOR ENGLAND (NHLE)

Four new entries have been added to the NHLE, including three Grade II Listed Buildings and one Grade II Park and Garden.

Pictured here is a small cottage at Cooks Wharf in Chatham Intra, immediately west of the Hulkes Lane Brewery Buildings which have also been added to the list.

REGENERATION

Work is progressing well on the regeneration of a former car park at Whiffen's Avenue, Chatham to provide 115 flats at Garrison Point

HOUSING COMPLETIONS

950 housing units completed

56% were on previously developed land

18% of all gross completions were affordable houses.

HOUSE PRICES

Property prices have risen by 23% over the last 5 years in Medway

NEW EMPLOYMENT FLOORSPACE

With the demolition of units at Bardell Terrace, MEMs and Hoo Marina, employment floorspace completions were down this year, totalling -12,235sq.m net. However, floorspace will be replaced on these sites in future years so the employment use has not been lost.

80% of the gross employment floor space was completed on Previously Developed Land.

UNEMPLOYMENT

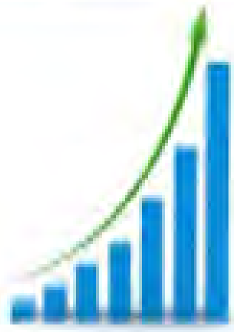
The claimant rate in Medway fell again to 3.8% in April 2023

ULTRA LOW EMISSION VEHICLE LICENSING

The number of Ultra Low Emission Vehicles registered have increased by more than 410% since 2018/19

EMPLOYMENT RATE

Employment rate at a five year high of 79.3%, standing above the regional level for the first time in at least 19 years



ENVIRONMENT – GREEN FLAG AWARDS

In 2022 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 increased this year to 6,770sq.m gross.

The largest gross gain in the Town Centres was 'non residential institution' use class with the completion of the Learning, Skills and Employment hub at Britton Farm, Gillingham

HERITAGE AT RISK REGISTER

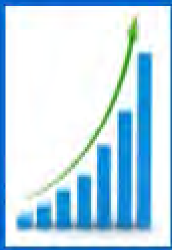
Currently Medway has 15 entries on the Heritage at Risk register, down from a high of 18 in 2015

AIR QUALITY

Medway has declared four Air Quality Management Areas (AQMA) – Central Medway, High Street Rainham, Pier Road Gillingham and Four Elms Hill Chattenden.
Medway Council were awarded more than £127,000 in 2022 through the DEFRA Air Quality Grant programme to deliver two projects; the use of signage to reduce the incidence of idling in the Rainham AQMA and for a taxi and private hire ULEV feasibility study.

GCSE ATTAINMENT

Medway has improved from pre-covid levels with Medway performing slightly above the England average; however a different grading approach was used in 2022 to take account of the pandemic.



TRANSPORT – TRAFFIC FLOWS

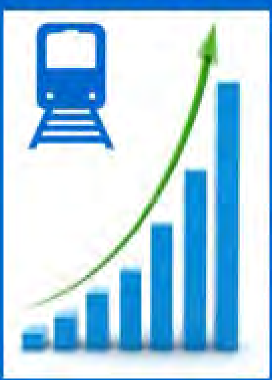
CAR JOURNEYS

Traffic flows have continued to increase again this year following the effects of the coronavirus pandemic and associated lockdowns, but are still not yet back to the levels seen 5 years ago.

BUS PASSENGER JOURNEYS

Bus passenger journeys rose by 7%, after 6 million trips were made in Medway during 2021/22

RAILWAY STATIONS



Station usage in Medway increased by 118% following the dip during lockdown, but is not yet back to pre-pandemic levels

PLANNING APPLICATIONS RECEIVED

1,238 planning applications were received

93% of these were determined within the statutory or the agreed timeframe.

Appeals

51 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 67% of these appeals.

Introduction

This report has been prepared in late 2023, presenting monitoring information for the period April 2022 to March 2023.

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, cost of living crisis, 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 2022-23, helping to meet housing needs and contributing to regeneration, although the rates were not as high as the previous 3 years. This is notable in the context of market uncertainty in the last year, and 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 2022 – March 2023, with references to previous years for comparison purposes. The report has been informed by data gathered from planning applications determined at 31st March 2023. The sections on Planning Context, Duty to Cooperate, and Development and Delivery take account of information available up to November 2023.

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 is the Medway Local Aggregate Assessment for 2022, 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 2023. This extends beyond the standard reporting period of April 2022 to March 2023, 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 Act. The Act includes a range of measures that will impact on the planning system, including the introduction of an Infrastructure Levy. 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. The government has carried out a number of consultations on potential changes to Planning over the last year. These have included the proposed Infrastructure Levy, Environmental Outcomes Report, changes to the plan-making regime, and revisions to Permitted Development Rights. At the time of writing, we are still awaiting the outcome of the consultation on revisions to the NPPF. This is anticipated before the end of December 2023. Further consultations are expected in 2024 following from the Levelling Up and Regeneration Act.

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 has focused on refreshing the vision and strategic objectives for the plan and the broad options for meeting development needs.

Regulation 18 Consultation – Setting the Direction for Medway 2040

The Council published a consultation document at Regulation 18 in Autumn 2023. The consultation document focused on the review of the vision and strategic objectives for the new plan and the wide spatial options for how Medway could meet its development needs up to 2040. The consultation ran from 18 September to 31 October 2023. The Council promoted the consultation widely, including use of social media, and ran a number of events throughout the local area. The responses to the consultation are now being assessed to inform further work on the local plan.

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/200542/medway_local_plan_2040

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.

Land Availability Assessment

The Land Availability Assessment (LAA) will comprise iterative reports to identify a future supply of land in Medway which is suitable, available and achievable for all land uses up to 2040.

An up-to-date assessment of land availability is needed as part of the plan-making process. The LAA supersedes previous iterations of the Strategic Land Availability Assessment, which did not provide a source of sites.

In October 2023, the Council published an interim LAA. The interim report sets out the LAA process and describes how sites have been identified and considered in an initial survey. The final section sets out the next steps. The appendices include large scale maps and site-specific information. Further information is available at:

https://www.medway.gov.uk/info/200542/medway_local_plan_2040/1686/land_availability_assessment

A ‘call for sites’ is an important information-gathering exercise as part of the LAA. The Council issued a call for sites between November 2022 and February 2023. The call for sites was for all land uses. In total, 146 valid submissions were received through the call for sites.

The LAA has taken a proactive and comprehensive approach in identifying as wide a range of sites as possible. In total, 447 sites have been identified, although in some instances alternative submissions for the same site were received through the call for sites.

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 Local Plan.

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 Council commissioned a new traffic model in 2022. The new model is part of the Kent Strategic Transport Model. Data collection was carried out in recent months and the contractor has prepared technical reports for consideration by National Highways. Once approved, the model will be declared ‘fit for purpose’ for testing future scenarios.

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 2023. 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 fourth Infrastructure Funding Statement in December 2023. This reports on how S106 contributions were spent on upgrading infrastructure in 2022/23. 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

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. The Council published an Upnor Conservation Areas Appraisal. There is ongoing work on a Star Hill to Sun Pier Development Framework aligned to the Heritage Action Zone in Chatham Intra, and the preparation of a Chatham Design Code as part of a pilot programme supported by central government. 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, delivery of infrastructure on the northern and southern sites has taken place. Marketing and identifying appropriate businesses to locate here is ongoing and self-certification applications for plots are being considered. Further details are available on the Council's website:

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

See also the Innovation Park Medway dedicated webpage:

https://www.innovationparkmedway.com/

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 Plan Update 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 five Neighbourhood Areas designated in Medway, for the purpose of producing a neighbourhood plan:

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

Cliffe and Cliffe Woods adopted Neighbourhood Plan
The Cliffe and Cliffe Woods Neighbourhood Plan was adopted as part of the development plan for Medway at the Annual Council Meeting on 24 May 2023 and the plan is used along with the Medway Local Plan to determine planning applications in the parish of Cliffe and Cliffe Woods.

High Halstow
High Halstow Neighbourhood Plan was submitted to Medway Council for Regulation 16 Consultation after a period of consultation on their draft neighbourhood plan. This consultation closed on 30 April 2023 and the plan progressed to independent examination. Christopher Lockhart Mummery, KC was appointed as the Examiner to complete the examination on the plan. An exploratory meeting was held between the neighbourhood planning group, the Examiner, Medway Council and key development interests. Following subsequent correspondence the neighbourhood planning group withdrew the draft plan to for amendments.

Arches (Chatham) Neighbourhood Plan
Arches (Chatham) Neighbourhood Plan was submitted to Medway Council for Regulation 16 Consultation. This consultation closed on 30 April 2023 and progressed to independent examination stage. Examiner Nigel McGurk was appointed to undertake the examination on the plan. He has issued his Examiner's report, recommending that the plan be sent to referendum, subject to proposed modifications.

Hoo St Werburgh and Chattenden Neighbourhood Plan
Hoo St Werburgh and Chattenden have prepared a draft neighbourhood plan to develop a shared vision for their area and influence development and growth within their neighbourhood. The plan picks up on number of proposals and policies that affect highways, green spaces, and housing.

Hoo St Werburgh and Chattenden neighbourhood planning group took their draft plan to the first formal consultation stage at Regulation 14. The consultation closed on 31st July2023. The draft Neighbourhood Plan has been submitted to Medway Council. The Council is seeking to publish the draft plan at Regulation 16 in early 2024.

Frindsbury Extra Neighbourhood Plan
Frindsbury Extra Parish was designated as a neighbourhood area to prepare a neighbourhood plan in May 2022. The Council continues to support the parish in the next stages of the planning process by providing advice and relevant materials.

Further information is available 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 2022. The Local Aggregates Assessment is an annual report that monitors the supply and demand for aggregate in Medway.

Medway plays a strategic role in regional aggregates supply through the wharves located on the River Medway and the Thames estuary. Land won reserves of sand and gravel are rapidly depleting, however this is more than compensated for by increased levels of imports at Medway's wharves. The council will plan positively for the steady and adequate supply of aggregate through the emerging Local Plan in order meet the needs of the local and regional markets.

The Medway Local Aggregate Assessment 2022 is to be considered by the South East England Aggregates Working Party. The latest Local Aggregate Assessment will be published with wider work on the AMR.

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 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.

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 and 2023. The Council has provided representations on cross boundary matters, including impacts for Medway arising from proposed development allocations close to its administrative boundary. The proposed strategic allocation of the Lidsing Garden Community on the border of Medway in the Maidstone Local Plan Review has been a key matter. Officers have provided comments on Maidstone and Dartford’s Local Plans through to the examination stage and main modifications. 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. An update has not been published due to the delay in government data releases and policy review, so the content below is the same as was published in last year's Authority Monitoring Report 2022.

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 Service. The preparation of this action plan has been informed by the work the Planning Service has been undertaking on housing delivery and the preparation of 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 current Local Plan boundaries to meet the identified local housing need.

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

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.

However, this recognises the need to have a sustained increase in housing delivery to achieve this, as is currently proposed by developers 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. The council issued a Call for Sites in November 2022, to inform a Land Availability Assessment that supported work on the Regulation 18 consultation in Autumn 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/Chatham Waters 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. 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 regional city. Funding has been secured through the South East Local Enterprise Partnership to improve infrastructure and boost the economy.

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. The council also secured High Street Heritage Action Zone funding from Historic England for regeneration in the Chatham Intra (Star Hill to Sun Pier) area.

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 Getting Building Fund investment at Britton Farm Mall and Innovation Park Medway and the Future High Street Fund at Chatham).

In October 2021 it was announced that the council was successfully awarded £14.4m Levelling Up Fund (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 Fitted Rigging House, awarded £2.2m, has been delivered by the Chatham Historic Dockyard Trust and completed in February 2023 is the second phase of a project that has brought back into use a Grade 1 listed building, delivering a mix of larger format office floorplates, aiming to create a pathway for growth for creative industries to establish and upscale in Chatham. 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. These two 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.

Schemes:

Chatham Town Centre Regeneration £9.49m
£9.49m is being invested through Government's Future High Street Fund to inject investment to revitalise the High Street and improve visitor experience. 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, a new central open space making an inviting focal point, re-alignment of Military Road to improve accessibility, as well as improved seating and lighting.
- Alongside the Future High Street Fund grant The Brook Theatre received additional Levelling up Funding of £6.5m. The project will see the Grade II listed building comprehensively repaired, refurbished and upgraded to a state-of-the-art, accessible, inclusive, digitally upgraded, and sustainable modern theatre complemented by the creation of over 400 sq.m of digitally enhanced creative workspace.
- St John's Church, the Grade II* listed church will be restored, in partnership with the Diocese of Rochester, to provide facilities for the local community to use for events and classes, flexible meeting spaces for businesses, a café area and continue as a place of worship.

Plans are being reviewed for the former Debenhams store that will create jobs and increase footfall in the town centre whilst supporting residents' needs. The diversification of the first floor in the Pentagon Centre will provide NHS services, as well as an Innovation Hub that will deliver SME-focused employment workspace with business support services, in a highly accessible town centre location. The Innovation Hub will deliver increased employment opportunities, the provision of space to allow local businesses to start and grow, increased economic output, and increased footfall and activation to support the diversification, vitality and viability of Chatham town centre.

Medway City Estate Connectivity Improvement Measures £2m
This project to improve movement to, from and within Medway City Estate is now complete

Strood Town Centre Journey Time and Accessibility Enhancements £9m
This project to improve journey time and accessibility enhancements to the town centre is now complete.

Medway Cycling Action Plan £2.5m
This project to improve access to cycling in Medway has been completed. Further funding (thorough the Active Travel Fund) has been received to build upon this – please see the Transport Section for more details.

Innovation Park Medway (Rochester Airport Technology Park) – four schemes £11.6m
This supports the development of a major new employment site, whilst also safeguarding the future of the airport.

Strood Civic Centre Flood Defences £3.5m
The majority of the flood mitigation works at the former Civic Centre site in Strood are now complete, with the completion of the former flood gate to be undertaken imminently.

Britton Farm – Learning, Skills and Employment Hub £1.99m

The Hub is now open following a transformation of the disused supermarket mall. It is run by Medway Adult Education (MAE) and focuses on supporting adults to retrain, upskill and access employment opportunities.

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 2022 consisted of 66 sites, with capacity for just over 2,300 homes. 42 of these sites already had planning permission for just over 1,200 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

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 392 residential flats with the next phase of 237 affordable homes 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, along with other leisure, conference and events facilities, 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 sq.m 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 2025.

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 fully completed in 2023/24.

A third MDC project at **Mountbatten House** in the centre of Chatham is expected to deliver a further 164 residential flats by 2027.

Further details are available at:
https://www.medway.gov.uk/info/200177/regeneration/460/regeneration_in_chatham

Chatham Maritime

The development at **St Mary's Island** is nearing completion with just 81 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**) of 200 dwellings makes steady progress with the remaining 52 units expected to be complete by 2024.

Further details are available at:
https://www.persimmonhomes.com/new-homes/south-east/colonial-wharf

Two former office buildings are being converted to residential with 45 units at **Royal Sovereign House** completed this year and a further 27 units at **Prince Regent House** due for delivery by 2024.

Waterside Court on Maritime Way, another office building, received prior notification approval to convert to 60 flats in August 2022. Work to carry out this conversion has not yet commenced on site.

Chatham

81 dwellings in total have been delivered at the former **Kitchener Barracks** as at 31/3/2023. 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/

Crownfields – Bellway's redevelopment of the former golf driving range has now been completed with 131 dwellings ranging from 1 bed flats to 4 bed homes.

After delays in recent years the former **Southern water site 'Capstone Green'** being developed by L&Q should now be completed in 2024. For more information see:

https://lqhomes.com/capstonegreen/

The conversion under prior notification at **Anchorage House** is now underway, with 81 one and two bed flats due for delivery.

Permission for 179 units has been granted on land bounded by **The Brook car park and Queen Street** and outline permission for 175 units at the former **Trafalgar Centre and Multistorey** car park.

Rochester

Rochester Riverside 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 450 dwellings delivered so far. It won Silver in the WhatHouse? Awards in November 2022:

https://www.countrysidepartnerships.com/news-and-media/countryside-wins-gold-and-silver-whathouse-awards-2022

Further details are available at:
https://www.countrysidepartnerships.com/all-developments/london/parkside-quarter

Work has progressed well to construct new buildings and to convert the former St **Bartholomew's Hospital** into 155 dwellings and an 88sq.m community space; this is expected to be completed by 2025.

Further details are available at:
https://www.wardsofkent.co.uk/new-homes/development/1150/st.-bartholomews-place-rochester/

The buildings at **Bardell Terrace** have now been demolished, ready to make way for over 300 new homes and commercial floorspace.

The construction of 64 one and two bed flats at **Pullman House** is underway, with commercial space on the ground floor.

The construction of 22 new one and two bed flats on a former commercial premises at **259-261 High Street** is underway, with completion expected 2024.

Strood

Redrow Homes have now completed their **Temple Wharf** development of 232 new homes at the Temple Waterfront site. They have moved onto developing the Temple Woods phase of 132 dwellings, with those expected to be completed by 2026.

Further details are available at:

https://www.redrow.co.uk/developments/temple-wharf-strood-212375
https://www.redrow.co.uk/developments/temple-woods-strood-212803

Gillingham

The construction on a 5 storey block of 44 affordable flats at **Britton Farm Car Park in Jeffery Street** is well underway and are expected to be completed in 2024. These are being built by Medway Development Company.

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, but works have not yet commenced.

Permission has been granted for two new blocks of 24 flats for specialised supported social housing for adults with learning and special needs on land currently occupied by **5-7 Mill Road and 4 Fox Street.**

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.

Rainham

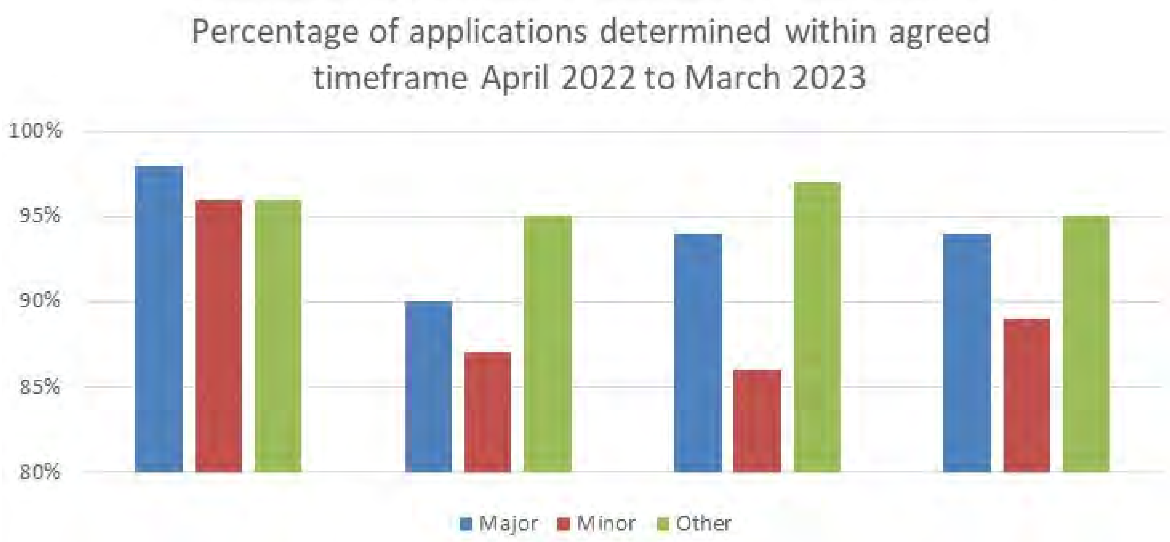
Contractor Willmott Dixon Construction Limited was appointed in December 2022 to develop the new **Splashes** - Medway's state of the art leisure centre. Work is now underway to build the facility with two swimming pools: a children's fun pool with flume, wave pool and beach area and a training pool for lane swimming and lessons as well as a fitness gym and room for exercise classes and children's parties.

Development Management Planning Statistics

In 2022/23 1,238 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 %	2022/23 Nos	2022/23 %
Major	53	79%	62	98%	67	90%	65	94%	51	94%
Minor	224	81%	356	96%	299	87%	301	86%	294	89%
Other	817	95%	989	96%	944	95%	1,251	97%	893	95%
TOTAL	1,094		1,407		1,310		1,617		1,238	



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)

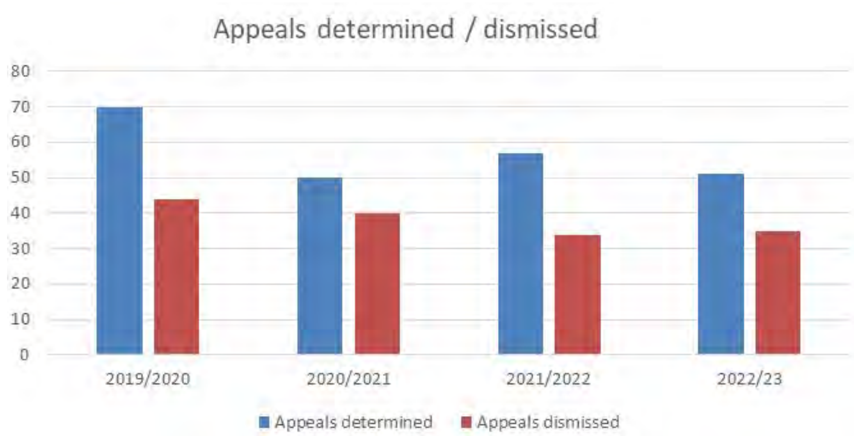
A PEA is used to develop a bespoke timetable, whereby the timetable can be extended beyond 8, 13 or 16 weeks so long as the council and the applicant agree. Provided the council is able to meet the new agreed date, an application will be counted as satisfying the timeliness requirement for applications.

Appeals against planning decisions

During the year 2022/23, 51 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 67% of these appeals.

Table: Percentage of Dismissed Appeals

Year	Percentage Dismissed
2018-2019	65%
2019-2020	63%
2020-2021	80%
2021-2022	60%
2022-2023	67%



Population

Census and Migration figures 2022

The rebasing of mid-year estimates (2012-2021) and revised UK international migrations statistics (2012-2021) were postponed by the ONS and so therefore we have been unable to report in this year's AMR.

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

An update will be provided in the 2023/24 AMR.

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, with the next release expected late 2025.

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:

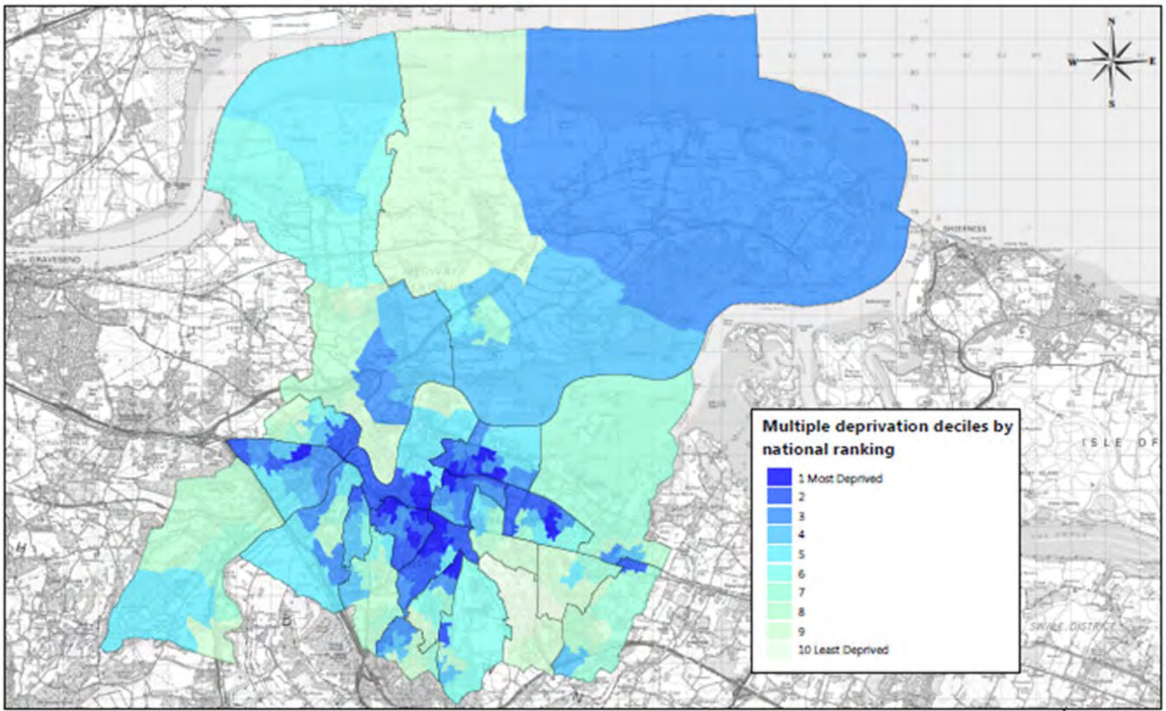
https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019

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 2040. Government has stated that it expects local planning authorities to use its Standard Method with 2014 based household projections for calculating local housing needs..

The current Standard Method formula for calculating Local Housing Need indicates a need for 1,667 homes a year.

Chatham Waters development

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

In 2022/23 950 units were completed, making the past five years the highest number of dwellings delivered in a five year period since Medway became a Unitary in 1998. However, for 2022/23 it was still 717 dwellings below the requirement of 1,667.

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
2022/23	**950**	**1,667**	**-717**

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

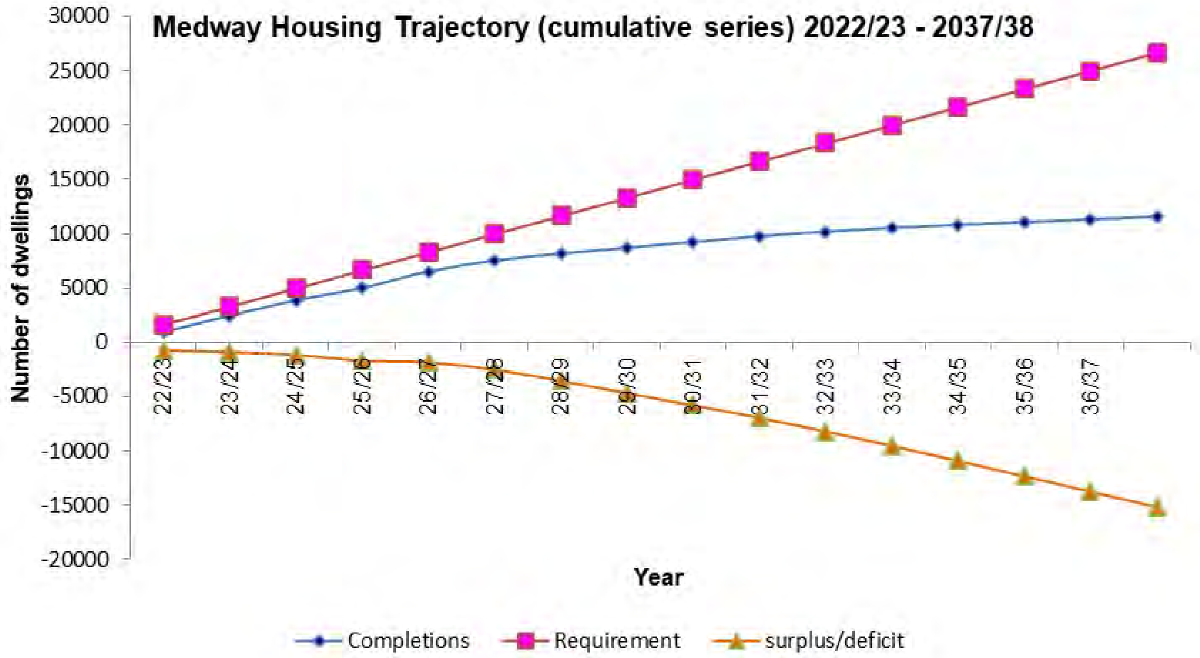
Number of new and converted dwellings on previously developed land

In 2022/23, 56% of all residential completions were on previously developed land (PDL).

Housing Trajectory 2022/23 – 2037/38

The housing trajectory shows phasing over the period 2023/24 - 2037/38 (15 years), as well as contributions from completions this year 2022/23 when the current housing target of 1,667 commenced. Phasing is made up of sites with planning consent and windfalls – a map of large sites with planning permission as at 31/3/2023 is shown on page 32 The trajectory does not include sites identified in the previously published Strategic Land Availability Assessment December 2019 as it has been superseded by a new Land Availability Assessment which was launched in November 2022 with a fresh call for sites. The call for sites closed in February 2023 and work is now being carried out to determine which sites are suitable, available and achievable for development – an interim report was published in September 2023. The results will not determine whether a site will be allocated for development – this will be established through the Local Plan process and once done will restore the gap currently shown in the trajectory chart below between demand and supply.

Planning officers consult with developers on large 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

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	37/38
Completions	**Projected Annual Completions**														
950	1,511	1,402	1,133	1,519	998	634	541	532	525	419	334	285	250	250	250
	Projected Cumulative Completions														
950	2,461	3,863	4,996	6,515	7,513	8,147	8,688	9,220	9,745	10,164	10,498	10,783	11,033	11,283	11,533
	Annual Housing Requirement														
1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667
	Cumulative housing requirement														
1,667	3,334	5,001	6,668	8,335	10,002	11,669	13,336	15,003	16,670	18,337	20,004	21,671	23,338	25,005	26,672
	Cumulative surplus/shortfall														
-717	-873	-1,138	-1,672	-1,820	-2,489	-3,522	-4,648	-5,783	-6,925	-8,173	-9,506	-10,888	-12,305	-13,722	-15,139

Map showing large sites (5+ dwellings) with planning permission as at 31/3/2023

Property prices

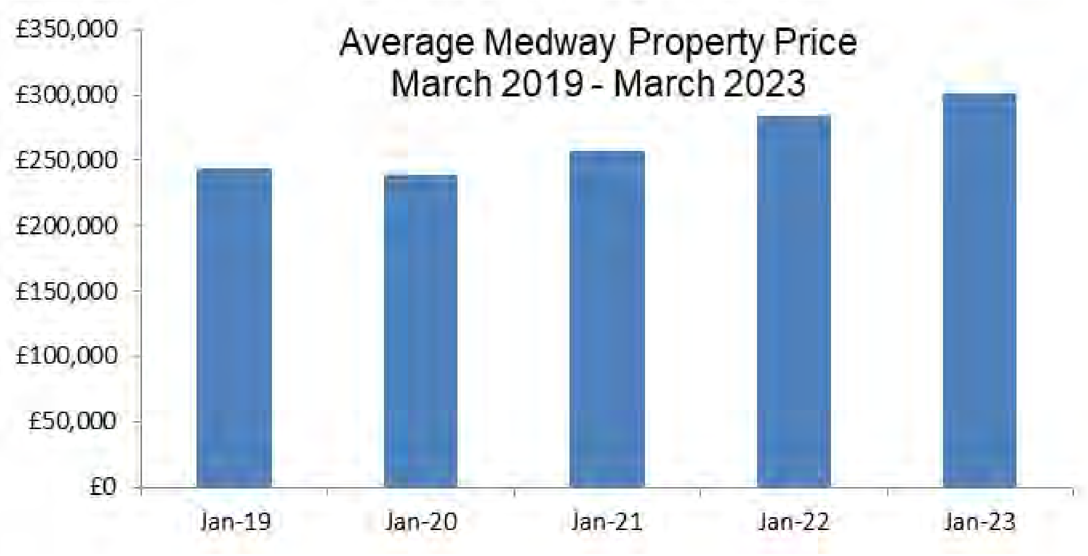
Medway generally has a lower value development market than neighbouring districts, but there is marked variation in land values and residential property prices across the area.

The rate at which house prices have increased over the last year has slowed down compared to previous years, with Medway's growth increasing at 5.74% (compared to a rise of 11.7% in the year before). In Kent, the South East and England prices rose even more slowly than Medway.

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 over 23%.

Table: The percentage change in average prices of all properties

	March 2019	March 2020	March 2021	March 2022	March 2023	% Difference between March 2022 and March 2023
Medway	**£243,664**	**£239,359**	**£257,000**	**£284,389**	**£300,713**	**5.74%**
Kent	£290,914	£291,604	£315,047	£347,662	£364,748	4.91%
South East	£317,129	£323,167	£344,723	£377,134	£389,552	3.29%
England	£242,982	£249,121	£270,627	£292,146	£301,487	3.20%



Source: Crown copyright Land Registry Property Prices extracted from website 10th October 2023 – 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

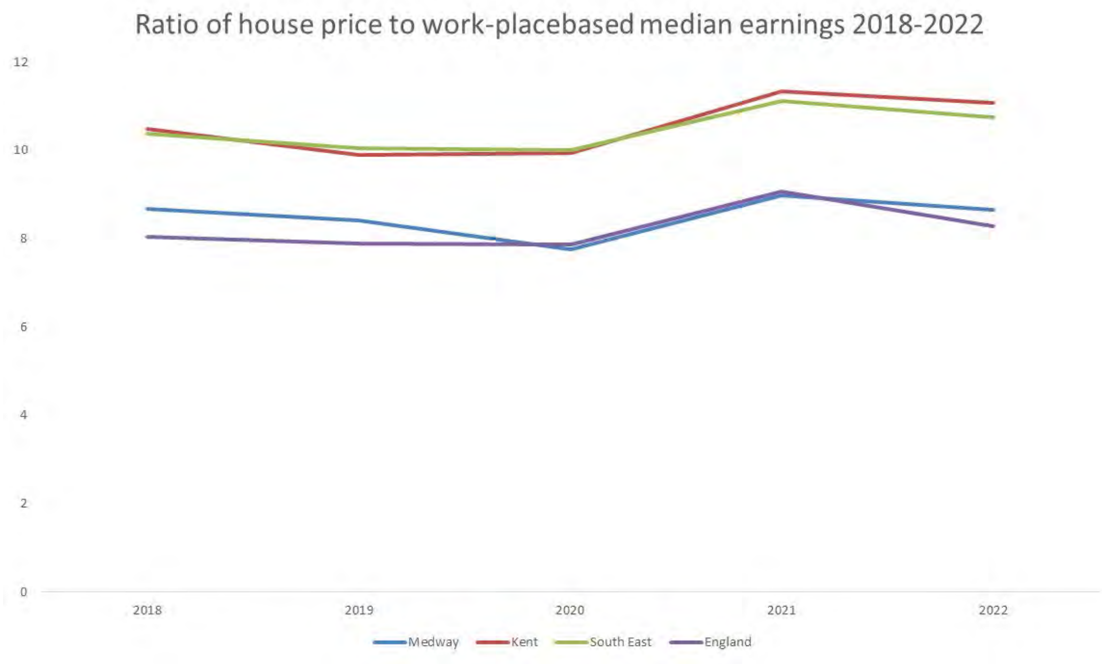
Housing affordability
House price to earnings

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 2022 the housing affordability ratio in Medway stood at 8.65, meaning that the average property in Medway costs just over eight and a half times the average annual salary. This is a slight fall from 2021 when the average property was nearly 9 times the average annual salary. Medway remains more affordable than regionally (10.75) and across the county of Kent (11.07).

Housing affordability in 2022 has slightly improved from the previous year; this is also seen nationally, regionally and across Kent.

	2018	2019	2020	2021	2022	2021-2022 ratio change
Medway	**8.67**	**8.41**	**7.75**	**8.98**	**8.65**	**-3.67**
Kent	10.49	9.89	9.94	11.33	11.07	-2.29
South East	10.37	10.05	10.01	11.12	10.75	-3.33
England	8.04	7.88	7.86	9.06	8.28	-8.61



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 Service 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 counts dwellings that have been lost through demolition or conversion).

The number of affordable completions for the last year was 18% of all gross completions. This year the very first 17 First Homes were delivered via the Homes England pilot project to kickstart delivery. For more information see:

https://www.gov.uk/guidance/first-homes

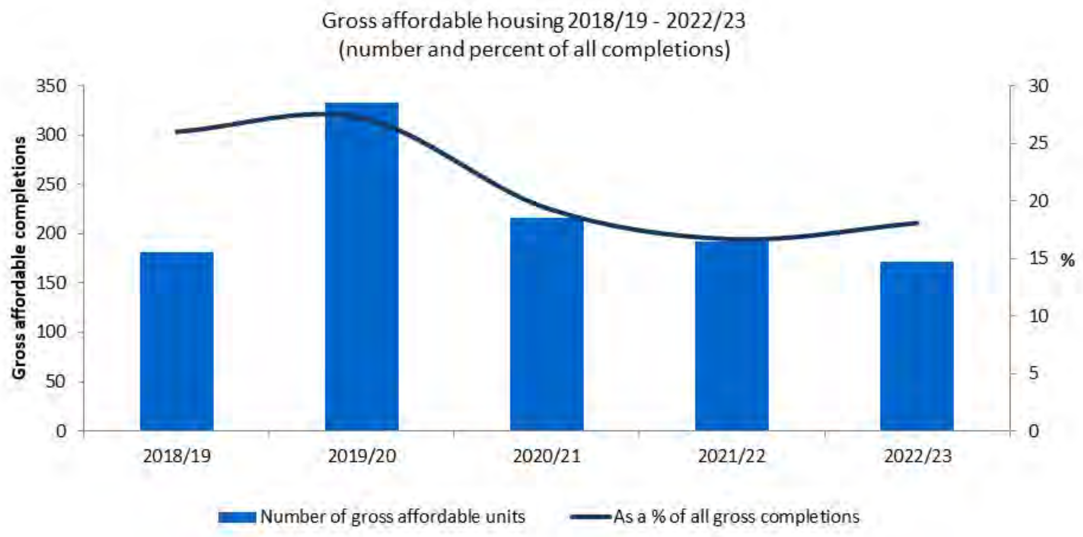
For sites built out in the year 2022/23 the breakdown of houses and flats by number of bedrooms is shown in the table below. This year more houses/bungalows than flats were completed. The majority of new flats were for smaller households providing 1 and 2 bedrooms, although there were also a large number of 3 or 4+ bedroom houses completed.

Table: Affordable Completions (gross) by property type and number of bedrooms 2022/23

Number of bedrooms	Houses/Bungalows	Flats
One	9	37
Two	25	34
Three	46	0
Four or more	21	0
Total	**101**	**71**
Total % split	**37%**	**63%**

Table: Gross affordable completions

	Gross affordable completions	Number of gross completions	As % of all gross completions
2018/19	181	695	26%
2019/20	333	1,222	27%
2020/21	216	1,114	19%
2021/22	192	1150	17%
2022/23	**172**	**950**	**18%**



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 3 bedrooms. Most of these larger properties were built on sites such as at Nightingale Rise Hoo, Crownfields Chatham, Woodlands Cliffe Woods, Riverbourne Chattenden, Berengrave Gardens Rainham and Royal Sovereign House Chatham. All flats built were 1 or 2 bedroomed.

Table: Completions (gross) on large sites by property type and number of bedrooms 2022/23

Number of bedrooms	Houses	Flats
One	12	158
Two	155	136
Three	293	0
Four or more	154	0
Total	**614**	**294**
Total % split	**68%**	**32%**

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.

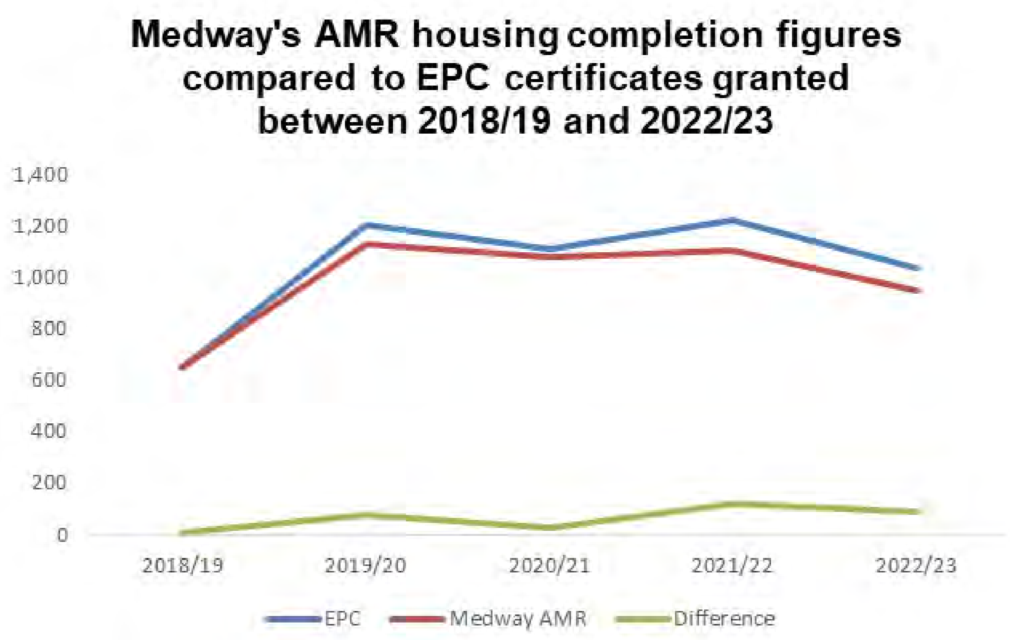
Lodgement Completions - Energy Performance Certificates (EPCs)

A quarterly series of statistics is published by the Department for Levelling Up, Housing and Communities 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 6% difference between the two, with the EPC certificates coming out slightly higher.

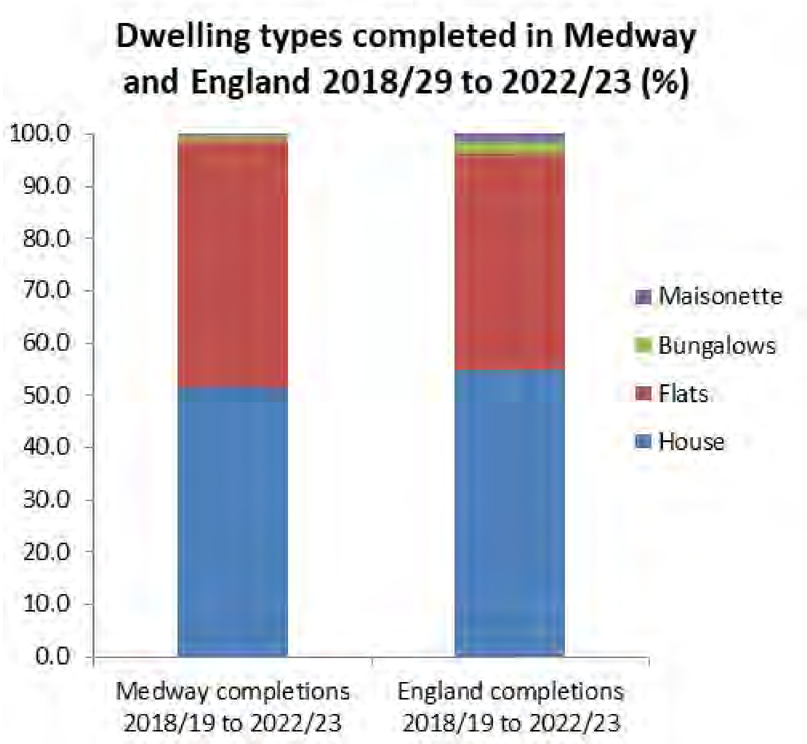
Year	Total Number of Lodgements	Annual completions	Difference	% Difference
2018/19	653	647	6	1%
2019/20	1,206	1,130	76	7%
2020/21	1,112	1,082	30	3%
2021/22	1,220	1,102	118	10%
2022/23	**1,037**	**950**	**87**	**8%**
Total	**5,228**	**4,911**	**317**	**6%**



Annual Completions by property type

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

For the third year in a row more houses than flats were delivered - in 2022/23, just under 60% of the dwellings registered with an EPC certificate were houses, followed by flats at 42%.



Since 2018/19, in Medway the average split of completions has been 51% houses, 47% flats, just over 1% bungalows and less than 1% maisonettes. National figures show that there was a larger proportion of houses delivered in the same time period (55%), but a lower proportion of flats (41%). This reflects on the regeneration achievements in Medway in recent years.

Table: Average floor space completed 2018/19 – 2022/23

Type of Dwelling	Medway (sq.m)	England (sq.m)
Bungalow	79	90
Flats	62	61
Houses	112	111
Maisonettes	86	80

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 over the past 5 years. However, bungalows completed in Medway during this time period were slightly smaller than those built in England, although Medway maisonettes were slightly larger.

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

'Other'

Houseboats
Using information gained from Council Tax records, during 2022/23, eight houseboats moved into marinas in Medway (Temple Boatyard, Port Werburgh, Port Medway Marina, Cuxton Marina and Medway Bridge), and four moved out, leaving a net gain of four houseboats.

C2 accommodation (residential institutions)
Elderly person care home bedrooms

2022/23 saw the loss of seven elderly care home beds at The Haven 89 Rock Avenue in Gillingham following a conversion to a House of Multiple Occupation. Over the last five years 23 net elderly person bedrooms have been completed in Medway and it is expected that a further 138 will be completed within the next five years.

Childrens home bedrooms
In the last five years, 20 children's home bedrooms have been gained in Medway, in the areas of Gillingham and Walderslade.

Supported living bedrooms
Seven rooms have been gained in Medway over the last five years, providing support for adults with mental health concerns or learning difficulties.

Student accommodation
There were no new student rooms completed in 2022/23 however 128 student rooms are expected to be delivered in the next 5 years at locations in Chatham, Gillingham and Rochester.

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

2018/19	2019/20	2020/21	2021/22	2022/23
£2.5m	£2.0m	£1.2m	£0.99m	**£1.98m**

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 – feedback is still being analysed. 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-2022-to-2023

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 new Local Plan is making provision to meet the needs for specialist forms of accommodation. The council has commissioned an update to the 2018 GTAA report, jointly with Gravesham Borough Council to align with the extended plan period. The update will be published in winter 2023/24.

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 2023, there were 65 caravans in Medway, of which 10 were socially rented, 50 on authorised sites with permanent/temporary permission and a further 5 on unauthorised sites without planning permission. In addition to this, there were 29 Travelling Showpeople caravans counted in January 2023.

Table: Gypsy and traveller count data between July 2017 and Jan 2023

Count date	Authorised sites with planning permission **Socially Rented**	Authorised sites with planning permission (temp or full) **Private Caravans**	Unauthorised sites (no planning permission) on Travellers own land	Unauthorised sites (no planning permission) on land not owned by Travellers	Total Caravans
Jan 2017	10	28	10	0	48
July 2017	10	23	12	0	45
Jan 2018	10	24	12	0	46
Jul 2018	10	31	13	0	54
Jan 2019	10	32	19	0	61
Jul 2019	10	38	14	0	62
Jan 2020	10	41	10	0	61
Jul 2021	10	38	17	0	65
Jan 2022	10	47	23	0	80
Jul 2022	10	36	9	0	55
Jan 2023	10	47	5	0	62

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

Source: https://www.gov.uk/government/collections/traveller-caravan-count

Planning applications

Year	Permitted Permanent*	Permitted Temporary	Refused
2018-19	3	0	3
2019-20	1	1	2
2020-21	0	1	0
2021-22	1	1	0
2022-23	1	0	0

*including retrospective and lawful development certificates

During the year 2022/23 there was one approval granted; retrospective change of use of land for stationing gypsy caravans at The Chestnuts Rainham which was permitted under appeal.

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	Date Medway need to have enough permissions granted by	Permissions granted within 3 years of end of base period	Shortfall in permissions granted
One (1/4/2016 – 30/10/2016)	13	0	30/10/2019	11	2
Two (31/10/2016 – 30/10/2017)	38	0	30/10/2020	0	38
Three (31/10/2017 – 30/10/2018)	12	1	30/10/2021	3	10
Four (31/10/2018 – 30/10/2019)	12	1	30/10/2022	0	13
Five (31/10/2019 – 30/10/2020)	15	0	30/10/2023	4	11
Six (31/10/2020 – 30/10/2021)	11	0	30/10/2024	n/a	n/a
Seven (31/10/2021 – 30/10/2022)	12	0	30/10/2025	n/a	n/a
Eight (31/10/2022 – 30/10/2023)	9	0	30/10/2026	n/a	n/a
TOTAL PLOTS PERMITTED				**18**	

TOTAL PLOTS REQUIRED INDIVIDUALS	**122**	**-**	
TOTAL PLOTS REQUIRED ASSOCIATIONS	**-**	**2**	
CUMULATIVE SHORTFALL OF PERMISSIONS GRANTED			**74**

* 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 by introducing a Policy dedicated to self and Custom Housebuilding. The council will also have regard to the register when making decisions on planning applications and in carrying out its housing, land disposal and regeneration functions. 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 six priority areas.

- destination and placemaking - putting Medway on the map as a smart and sustainable city
- inward investment - increasing high value businesses and expanding high quality employment
- innovation - continuing to support the creation and growth of businesses
- business accommodation and digital connectivity - providing the right infrastructure for business success
- sector growth - enhancing a strong, mixed economy
- improving employability - matching business demand and supply of skills.

More information on Medway 2035 can be found here:

https://www.medway.gov.uk/info/200177/regeneration/455/medway_regeneration/2

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 and employment land will be reviewed again before the new Local Plan is published.

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 2022/23, 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

There were net losses across all employment use classes this year 2022/23, including the demolition of units to make way for the new Bardell Terrace development and the conversion of Anchorage House to residential use. However, the units lost at Hoo Marina (due to a fire) and MEMS will be replaced in future years, so the employment use has not been lost. See Volume 2 for more information on individual gains and losses.

Table: Amount and type of completed employment floor space (sq.m) – 2022/23

	B1	B2	B8	Mixed B	Total
Gross	1,215	271	2,219	200	3,905
Net	-7,539	-2,698	-700	-1,298	-12,235

Table: Amount of completed employment floor space (sq.m) 2018/19- 2022/23

	2018/19	2019/20	2020/21	2021/22	2022/23
Gross	60,733	3,552	9,209	37,627	**3,905**
Net	53,685	-2,429	-4,478	26,504	**-12,235**

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

80% of employment floor space (gross) was completed on previously developed land during 2022/23.

Amount and type of employment land available

Overall the anticipated net gain of employment land uses (B1/B2/B8/Mixed B) stands at over 550,000sq.m with the majority expected to be delivered within the next 15 years. See Volume 2 for more information on permissions not started and under construction.

Amount of floor space for town centre uses

The monitoring data shows that in the last year there were net losses in retail, financial/ professional services and business, although there was a net gain in non-residential institution floorspace with the completion of the Medway Learning and Skills Hub at Britton Farm Gillingham.

The new Local Plan will set out a 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 and SELEP investments in Gillingham.

Table: Floor space (sq.m) completed for town centre uses (A1/A2/B1/D2) – 2022/23

	A1	A2	B1	D1	Total
Town Centre Gross	88	158	0	619	865
Town Centre Net	-1,208	-84	-7,019	619	-7,692
Rest of Medway Gross	2,902	362	1,215	831	5,310
Rest of Medway Net	756	123	-520	600	959
Total Gross	2,990	520	1,215	1,450	6,175
Total Net	-452	39	-7,539	1,219	-6,733

Table: Total floor space (sq.m) for town centre uses (A1/A2/B1/D2) 2018/19-2022/23

	2018/19	2019/20	2020/21	2021/22	2022/23
Town Centre Gross	576	577	869	1,330	**865**
Town Centre Net	-1,734	-3,333	-1,519	-1,038	**-7,692**
Rest of Medway Gross	15,324	6,848	6,602	8,734	**5,310**
Rest of Medway Net	9,236	-8,089	-3,990	-774	**959**
Total Gross	15,900	7,425	7,471	10,064	**6,175**
Total Net	7,502	-11,422	-5,509	-1,812	**-6,733**

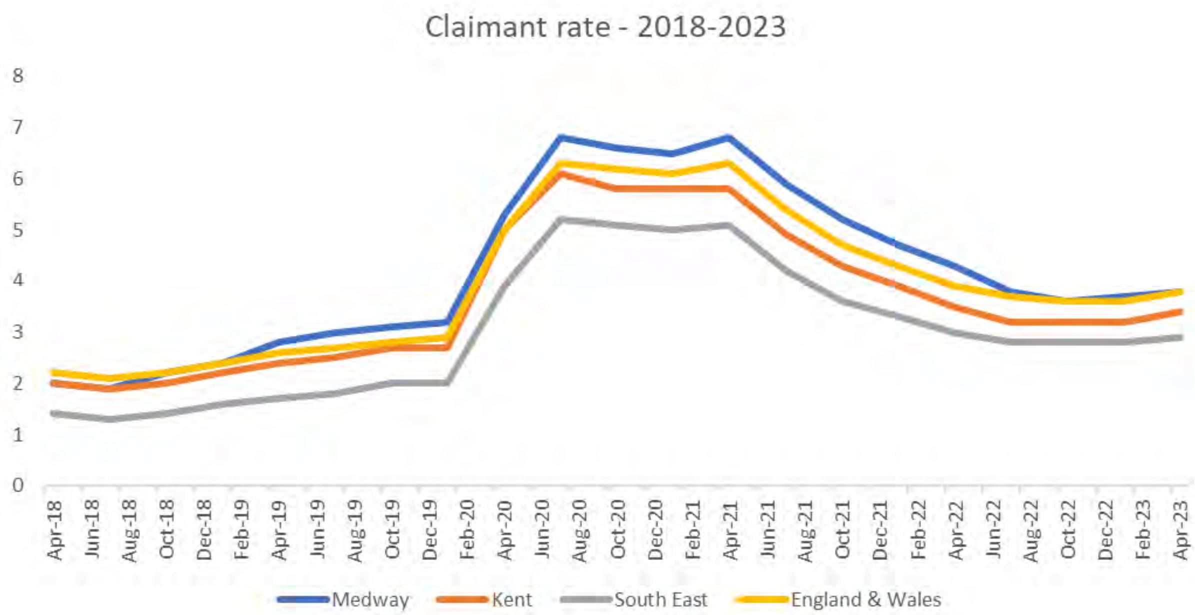
Job Seekers Allowance and Universal Credit claimant rate

The claimant rate in Medway stood at 3.8% in April 2023. This is in line with the national rate, but above the rate for Kent and the South East.

In April 2023 the claimant count in Medway stood at 6,780 claimants, having decreased by just over ten percent since April 2022.

Table: Claimant rate – 2018-2023

	Medway	Kent	South East	Eng & Wales
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	6.5	5.8	5.0	6.1
Apr-21	6.8	5.8	5.1	6.3
Jul-21	5.9	4.9	4.2	5.4
Oct-21	5.2	4.3	3.6	4.7
Jan-22	4.7	3.9	3.3	4.3
Apr-22	4.3	3.5	3.0	3.9
Jul-22	3.8	3.2	2.8	3.7
Oct-22	3.6	3.2	2.8	3.6
Jan-23	3.7	3.2	2.8	3.6
Apr-23	3.8	3.4	2.9	3.8



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

The Claimant Count is the number of people claiming benefit principally for the reason of being unemployed. This is measured by combining the number of people claiming Jobseeker's Allowance (JSA) and National Insurance credits with the number of people receiving Universal Credit principally for the reason of being unemployed. Claimants declare that they are out of work, capable of, available for and actively seeking work during the week in which the claim is made.

The measure of the number of people receiving Universal Credit principally for the reason of being unemployed is still being developed by the Department for Work and Pensions. Consequently, this component of the total Claimant Count does not yet correctly reflect the target population of unemployed claimants and is subject to revisions. For this reason the Claimant Count is currently designated as Experimental Statistics.

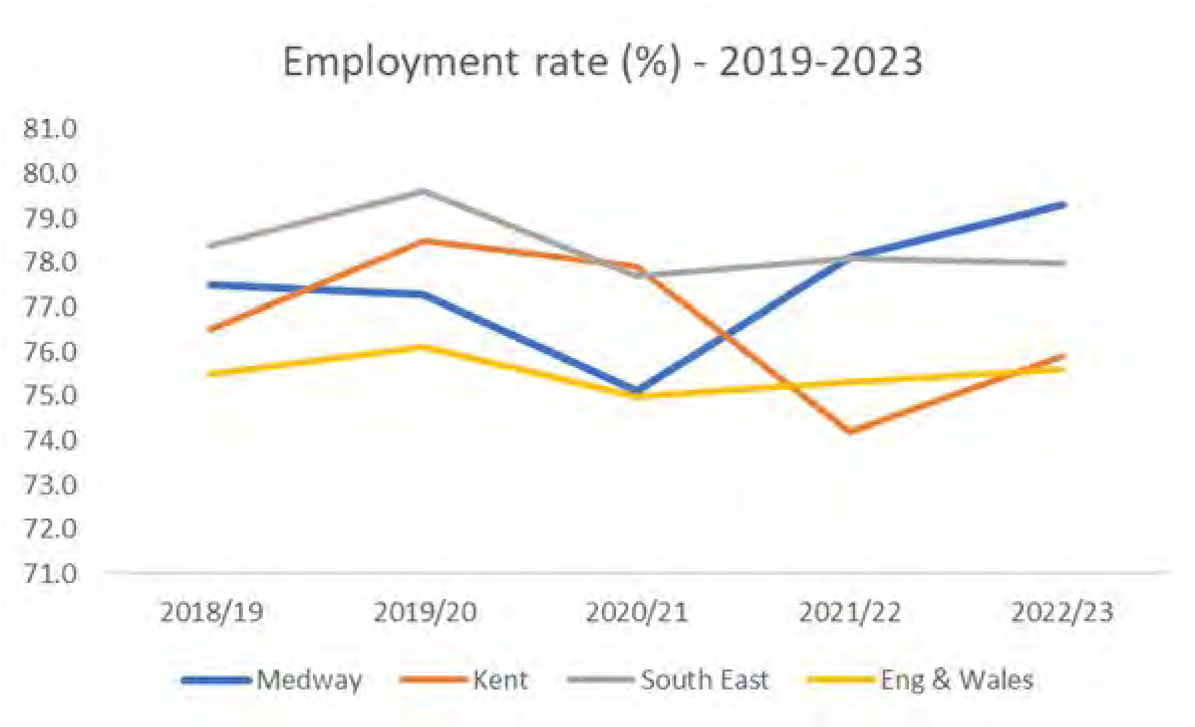
Employment

In 2023 the employment rate in Medway increased to 79.3% from 78.1% in the previous year. The employment rate in Medway stands at a five year high, following a dip in 2021.

The Medway employment rate in 2023 stands above the regional level for the first time in at least nineteen years, having matched the regional employment rate last year for the first time.

Table: Employment rate

	2018/19	2019/20	2020/21	2021/22	2022/23
Medway	77.5	77.3	75.1	78.1	79.3
Kent	76.5	78.5	77.9	74.2	75.9
South East	78.4	79.6	77.7	78.1	78.0
Eng & Wales	75.5	76.1	75.0	75.3	75.6



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

Economic activity

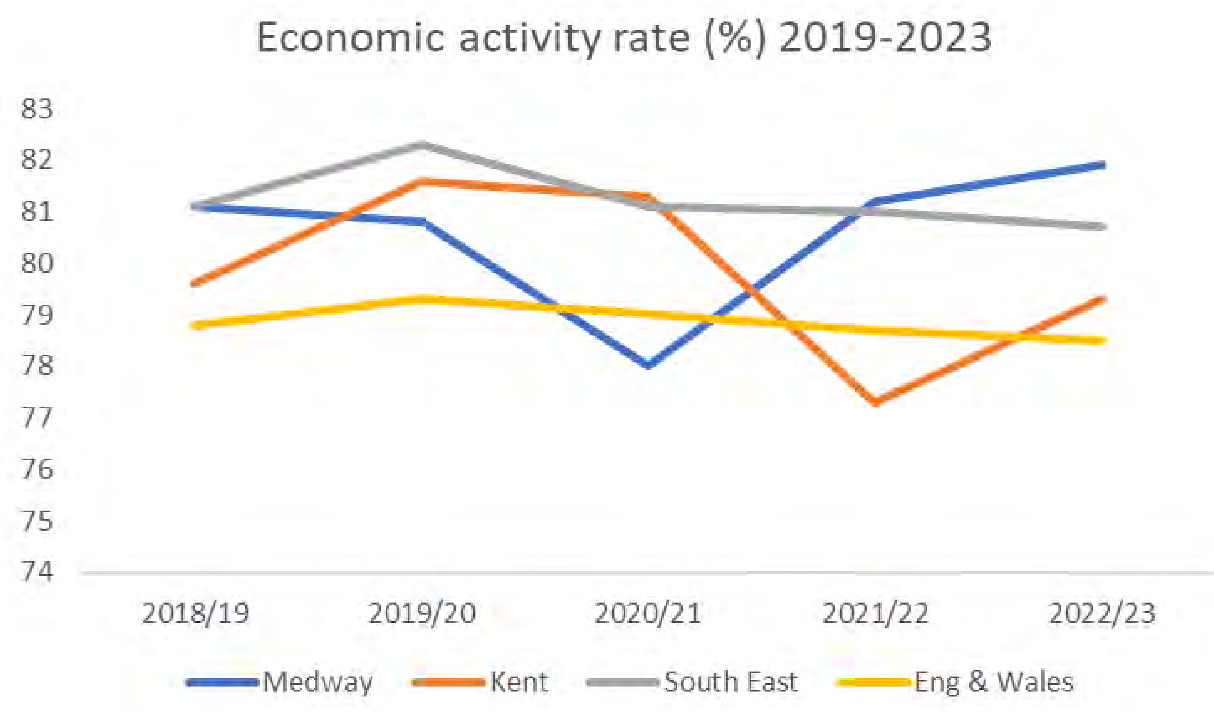
The economic activity rate in Medway increased in 2023 to 81.9%. While Kent also saw an increase in 2023, after a dip in 2021, regionally and nationally the economic activity rate has continued to drop – from a relatively high rate in 2020.

Medway's economic activity rate in complete contrast dipped two years ago when it stood below all comparator areas.

Medway continues to stand above the national, regional and Kent economic activity rate in 2023.

Table: Economic activity rate

	2018/19	2019/20	2020/21	2021/22	2022/23
Medway	81.1	80.8	78.0	81.2	81.9
Kent	79.6	81.6	81.3	77.3	79.3
South East	81.1	82.3	81.1	81.0	80.7
Eng & Wales	78.8	79.3	79.0	78.7	78.5



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:

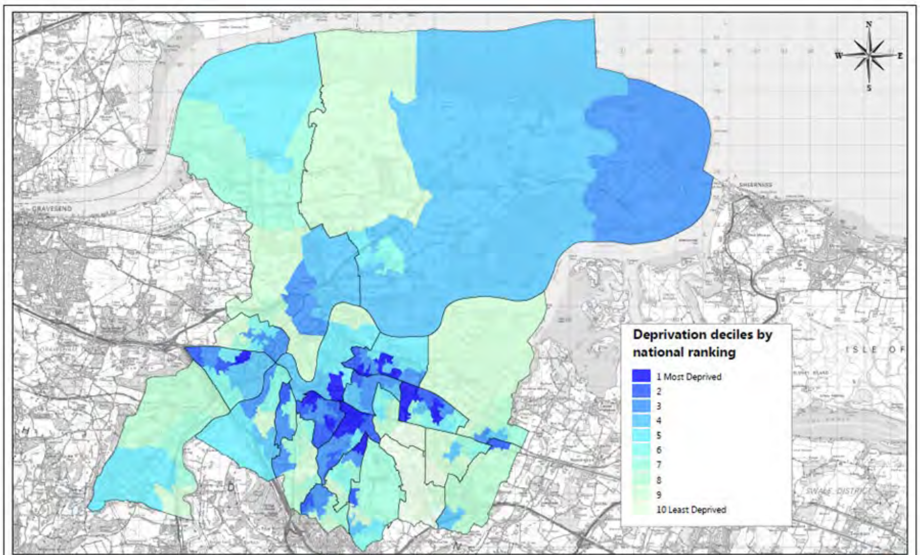
https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork

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

Income and employment deprivation

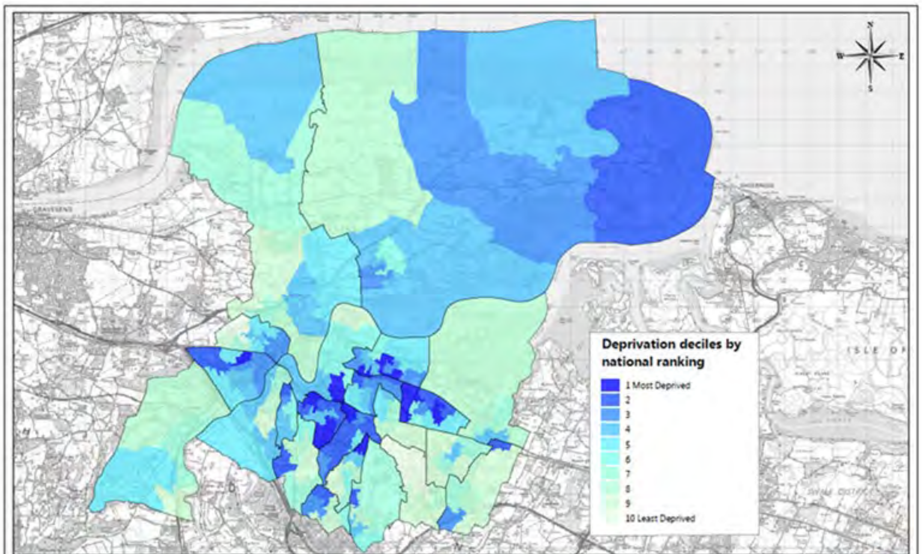
The Indices of Deprivation (IoD) are a unique measure of relative deprivation at a small local area level (Lower-layer Super Output Areas) across England. The latest set of indices were published in 2019, with the next release expected late 2025.

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:

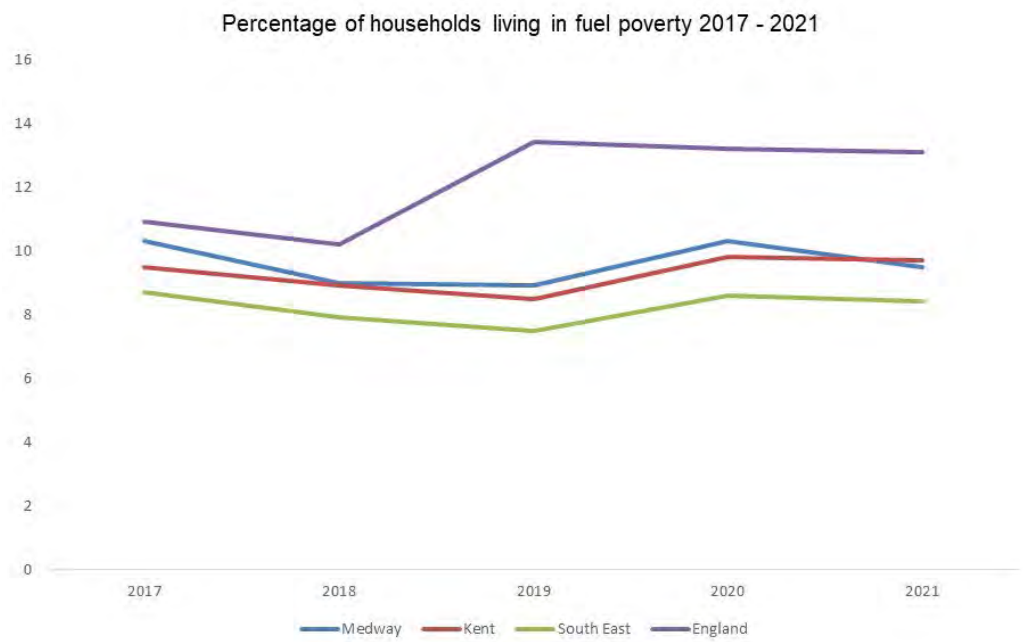
• they have required fuel costs that are above average (the national median level); and
• were they to spend that amount, they would be left with a residual income below the poverty line.

Percentage of households living in fuel poverty 2017-2021

	2017	2018	2019	2020	2021
Medway	10.3	9.0	8.9	10.3	9.5
Kent	9.5	8.9	8.5	9.8	9.7
South East	8.7	7.9	7.5	8.6	8.4
England	10.9	10.2	13.4	13.2	13.1

In 2021 the percentage of houses living in fuel poverty in Medway decreased slightly, though not as low as they were in 2018 or 2019 pre Covid. Compared to nationally (13.1%) and in Kent (9.7%) a lower percentage of households are in fuel poverty in Medway (9.5%), although not as low as regionally in the South East (8.4%).

The percentage of households living in fuel poverty is expected 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, six are worse than Medway's 9.5%, these being Thanet at 13.3%, Dover at 11.5%, Folkestone and Hythe at 11.5%, Canterbury at 10.3%, Gravesham at 10.2% and Swale at 9.5%. The authority in Kent with the lowest percentage of fuel poverty is Tonbridge and Malling at 7.3%.

Source: https://www.gov.uk/government/statistics/sub-regional-fuel-poverty-data-2023-2021-data

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 remained at 11th out of the top 30 UK ports in 2022 representing 3% of all cargo handled in the UK. The reports do not provide separate information for Chatham.

Medway Ports cargo tonnage increased in 2022/23 back up to pre Covid levels; similarly all traffic in England and Wales has started to increase again. The majority (93%) of cargo traffic transported via Medway Ports is inward, although the outward cargo remains at a high level but slightly lower than last year 2021/22. The majority of cargo imported to Medway is liquified gas and the majority of cargo exported from Medway is general cargo and containers (under 20'), other dry bulk and ores.

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

	2018	2019	2020	2021	2022
All traffic	10,204	13,141	9,694	9,879	**13,373**
Inward	9,602	12,476	9,102	8,887	**12,466**
Outward	602	665	592	992	**907**

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

	2018	2019	2020	2021	2022
All traffic	472,056	471,739	428,994	435,386	**449,597**

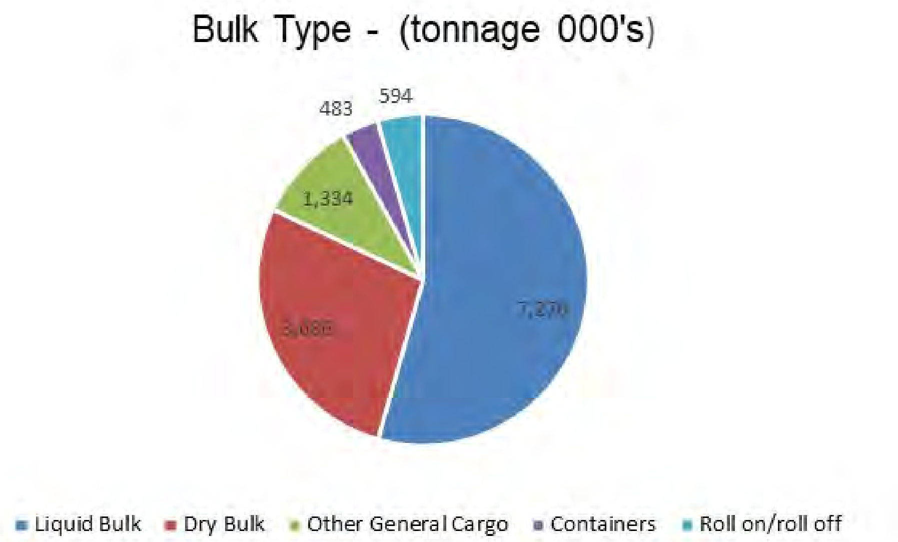
Table: Medway Ports – Ship Arrivals – all cargo vessels

	2018	2019	2020	2021	2022
Arrivals	1,788	1,735	1,492	1,510	**1,623**

Table: Bulk type Medway Ports – 2022

	Tonnage (000’s)
Liquefied gas	5,112
Oil products	2,152
Other liquid bulk products	11
LIQUID BULK TOTAL	**7,276**
Ores	179
Agricultural Products	49
Other dry bulk	3,458
DRY BULK TOTAL	**3,686**
Forestry products	799
Iron and steel products	229
General cargo and containers <20’	305
OTHER GENERAL CARGO	**1,334**
CONTAINERS TOTAL	**483**
ROLL ON/ROLL OFF (self-propelled) Import/export of motor vehicles TOTAL	**289**
ROLL ON/ROLL OFF (non self-propelled) TOTAL	**305**
TOTAL TRAFFIC	**13,373**

In 2022, liquid bulk was the largest cargo type handled by Medway Ports at 7,276,000 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 761,000 tonnes imported in 2022, the second highest tonnage of forestry products imported in the UK after London Ports (at 1,090,000 tonnes).



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-2022

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 Covid pandemic, and the rising costs of living. This has challenged the role of town centres which means they need a refocus, potentially including more community uses and uses that will bring people together – getting back to the root function of it being a place to meet. The emerging Local Plan and our Regeneration Strategy, Medway 2035, promote strategies and policies to secure a vibrant and strong role for Medway's centres in coming years, 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 new M2 City Link trade/retail unit park is now open with a range of businesses
- 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 2022/23, 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 hot food take aways in Chatham, Gillingham and Rainham High Streets. Gross gains in town centre floorspace were also made in retail shops, financial/professional services, public houses and cafés/restaurants.

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

	2018/19	2019/20	2020/21	2021/22	2022/23
A1 **TC**	64	235	817	0	**88**
A1 **Non TC**	50	3,745	436	1,282	**2,902**
A1 **Total**	114	3,980	1,253	1,282	**2,990**
A2 **TC**	0	54	37	106	**158**
A2 **Non TC**	0	182	85	273	**362**
A2 **Total**	0	236	122	379	**520**
A3 **TC**	61	550	1,163	369	**133**
A3 **Non TC**	628	717	471	917	**1,735**
A3 **Total**	689	1,267	1,634	1,286	**1,868**
A4 **TC**	0	448	147	54	**19**
A4 **Non TC**	78	0	401	165	**479**
A4 **Total**	78	448	548	219	**498**
A5 **TC**	115	0	88	203	**202**
A5 **Non TC**	280	451	139	115	**692**
A5 **Total**	395	451	227	318	**894**
A1-A5 **TC**	240	1,287	2,252	732	**600**
A1-A5 **Non TC**	1,036	5,095	1,532	2,752	**6,170**
A1-A5 **Total**	1,276	6,382	3,784	3,484	**6,770**

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 losses have been premises swapping to other town centre uses, however any losses that were to residential use were only the upper floors – the ground floors on these sites remained in commercial use.

Town centre development – 2022/23

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	-1,296	88	-1,208	2,990	3%
A2	-242	158	-84	520	30%
A3	-101	133	32	1,868	7%
A4	-305	19	-286	498	4%
A5	0	202	202	894	23%
D1	0	619	619	1,450	43%
D2	0	0	0	6,425	0%
Total	**-1,944**	**1,219**	**-725**	**14,645**	**8%**

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. This year 2022/23 saw the loss of upper floors of two public houses to residential use however the commercial use was retained on the ground floor. A brand new micropub in Rochester High Street ‘Wolfe and Castle’ was opened providing craft beers and Kentish cider.

Non Town Centre Activity

91% of all gross retail floorspace was completed outside town centres, including locations at Hempstead Valley, the new Lidl store on land north of Medway Road Gillingham, Temple Waterfront Strood and the completion of a new wildlife reserve/watersports and outdoor activity centre with 20 waterside holiday accommodation units and 10 on-the-lake holiday pods at St Andrews Lakes in Halling. Over 2,000sq.m of floorspace was gained in the holiday park at Allhallows with the upgrading of the central facilities complete including the provision of a new marina stage bar building, activity hub and outdoor activity centre.

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 2022/23 included:

- Play areas improvements
- Green Flag Awards
- Access improvements at Berengrave Local Nature Reserve, the Vines and Rede Common Nature Reserve
- Solar lighting installation at Victoria Gardens
- Public consultations at Esplanade Gardens and Jacksons Field
- Updating Medway's Open Space Study

Play area improvements
Seven play areas were improved across Medway including Chatham, Gillingham, Lordswood, Rainham, Strood, Walderslade and Wigmore. 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. Consultations took place in October 2022 to review proposals at 4 sites.

Perry Street play area, Chatham

Berengrave Local Nature Reserve
This little gem in Rainham is an important habitat but is prone to flooding. Access improvements were carried out around the site in winter 2022. Ecology surveys have taken place to help improve the future management for wildlife. This has also helped inform updating the management plan for the reserve. Future works include working to improve additional access, interpretation and seating.

Berengrave Nature Reserve Rainham Spring 2023

Victoria Gardens
Solar light columns were installed in this historic garden in June 2022 thanks to funding from Safer Streets 3. Heritage lamp columns were installed to help improve routes through the gardens for local residents. The lights are powered by solar panels on top of the lamp fitting. This avoids having to disturb the mature trees within the park with trenching for cabling and to save on electricity.

Heritage solar lamp column at Victoria Gardens

Esplanade Gardens and Jacksons Field

These two parks sit at the two gateways into Rochester and will receive developer contributions in the future which will vastly improve them. An initial public consultation took place in summer 2022 to find out how people use the parks, what they like and don't like and what improvements can be made in the future. A further consultation on the proposed improvements will take place once the first developer contribution is received. The improvement works will take place over the next few years.

Esplanade Gardens Rochester

Medway's Open Space Study

Consultants have been appointed to carry out an assessment on Medway's public open spaces. Public open space provides opportunities for sport and recreation, socialising, tourism and wildlife. They make an important contribution to the health and well-being of communities, ecosystems and economies. Up to date information is needed on Medway's open spaces. This is to ensure that there is suitable provision of accessible, high quality open spaces that meet the needs and aspirations of local communities, local people and people who work in or visit the area. The final study will be used as supporting information for the emerging Local Plan. For more information please visit:

https://www.medway.gov.uk/info/200664/greenspace_regeneration_projects/1719/medway_open_space_study

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 retained 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 2018	**7**
July 2019	7
July 2020	8
July 2021	8
July 2022	**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/

Motney Hill, Riverside Country Park, Rainham

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 objective for nitrogen dioxide.

Medway Council has developed two Air Quality Action Plans (AQAPs) covering all four AQMAs and these include a wide range of 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.

Medway Council was awarded more than £127,000 in 2022 through the DEFRA Air Quality Grant programme to 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

Signage testing for the idling project in Rainham was undertaken between March and July 2023. Three different signs have been tested to see what impact they have on the incidence of idling at a busy traffic light controlled junction. The data acquired during the signage testing phase is currently being analysed and will be presented in a report which is expected to be completed in October 2023.

Work on the ULEV feasibility study is expected to start in the autumn of 2023.

Medway was awarded a further DEFRA air quality grant in 2023 of more than £279,000 for a project focussed on the Four Elms Hill AQMA. This project, which is expected to last for three years, has several parts:

- *Installing a network of 15 sensors in/around the AQMA*
- *A vehicle emissions remote sensing campaign*
- *Air quality modelling* and assessment of scenarios relating to traffic speed

As part of the project the council will also develop and deliver comprehensive engagement and a behavioural programme which include the establishment of a local action group. Sensor data and project related information will be hosted on the KentAir website (www.kentair.org.uk)
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 AQAPs and progress the DEFRA grant funded projects.

The Annual Status Report for 2022, 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-2022

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'.

Between May 2022 to July 2022 a Climate Change Action Plan survey was released to find out residents' thoughts on climate change in Medway.

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

ULEV refers to vehicles that produce less than 75 grams of CO^2 per km from the tail pipe. Although it can include other types of fuels, typically the majority of these vehicles are battery electric, plug-in hybrid electric and fuel cell electric vehicles. In 2021 over 30 electric vehicle public charging points were installed in three council owned car parks in Medway following a grant of funding from the Office for Zero Emission Vehicles. The council has an open survey to assess the demand for electric vehicle charging points across Medway, more information can be found here:

https://www.medway.gov.uk/info/200161/travel/1130/electric_vehicle_charging_points

With regards to new residential planning applications, every new dwelling house is now required to have an Electric Vehicle Charging Point and with shared parking (for flats etc…) there should be one rapid Electric Vehicle Charge Point for every 10 units.

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 2018/19 compared with Kent, South East and the UK. In the past 5 years the number of ULEVs licensed in Medway has increased by 411%, which is a slightly faster pace than Kent (408%), but slower than the South East (498%) and the UK (456%).

Table: Number of ULEVs licenced

	2018/19	2019/20	2020/21	2021/22	2022/23	% increase since 2018/19
Medway	**1,799**	**2,527**	**3,764**	**6,002**	**9,188**	**411%**
Kent	12,833	17,581	25,377	42,247	65,228	408%
South East	155,586	211,331	342,750	599,247	930,753	498%
UK	757,956	1,034,713	1,605,847	2,779,174	4,211,088	456%

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.

The National Heritage List for England (NHLE)

The most recent national data available from Historic England indicates that Medway has 733 entries in the national list of buildings of special architectural or historic importance:

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

Four new entries have been added to the NHLE, including three Grade II Listed Buildings, and one Grade II Park and Garden. The new entries have all emerged through collaborative work with Historic England and other stakeholders on the Chatham Intra High Street Heritage Action Zone. More information is available about the project is available here:

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

https://historicengland.org.uk/whats-new/in-your-area/south-east/chatham-intra-heritage/

For more information on the National Heritage List for England see:

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

Above: Grade II Chatham House before renovation works
Below: After recent renovation works

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 has not been published since the 2022 AMR and 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.

The rebasing of MYEs (2012-2021) were postponed by the Office for National Statistics and so therefore we have been unable to report in this year's AMR. An update will be published in the next Authority Monitoring Report 2023/24.

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.

The Office for National Statistics has confirmed there has been a delay to the release of figures for 2022, so these will be updated in the next Authority Monitoring Report 2024.

In 2021 in England and Wales the Covid 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/deathsregisteredinenglandandwalesseriesdrrreferencetables

For more detailed information on health in Medway go to:
https://www.medway.gov.uk/jsna

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 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 was 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.

However, in 2021/22 normal activity has resumed for the National Childhood Measurement Programme and Medway has seen a decrease in the percentage in the rates of overweight or obese children in both reception (23.7%) and year 6 (41.3%), this remains higher than the England averages (22.3% and 37.8%, respectively) which also fell for the year.

In addition, the percentage of adults in Medway who were overweight and obese also fell to 67.2% in 2021/22 compared to 69.4% in 2020/21 and 71.6% in 2019/20. This remains higher when compared to England at 63.8%

Table: Percentage classified as overweight or obese

	2017/18	2018/19	2019/20	2020/21	2021/22
Medway Reception (age 4/5)	23.4	24.0	25.5	31.5	**23.7**
South East Reception (age 4/5)	20.6	21.2	21.9	25.7	**20.3**
England Reception (age 4/5)	22.4	22.6	23.0	27.7	**22.3**
Medway Year 6 (age 10/11)	34.0	36.2	36.9	44.2	**41.3**
South East Year 6 (age 10/11)	30.8	30.3	31.7	35.9	**34.0**
England Year 6 (age 10/11)	34.3	34.3	35.2	40.9	**37.8**
Medway Adult 18+	69.2	69.6	71.6	69.4	**67.2**
South East Adult 18+	60.3	60.9	61.5	62.4	**62.7**
England Adult 18+	62.0	62.3	62.8	63.5	**63.8**

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 2022/2023.

2 out of 3 of the applications were refused.

Table: Application theme 2018/19 – 2022/23

	New takeaway	Change of use	To extend hours	Other	Total number of applications
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
2022-23	0	3	0	0	3

Table: Application outcome – 2018/19 - 2022/23

	Approved	Approved with conditions	Refused	Total number of applications
2018-19	0	2	5	7
2019-20	0	0	1	1
2020-21	0	1	2	3
2021-22	0	0	3	3
2022-23	0	1	2	3

A Better Medway

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

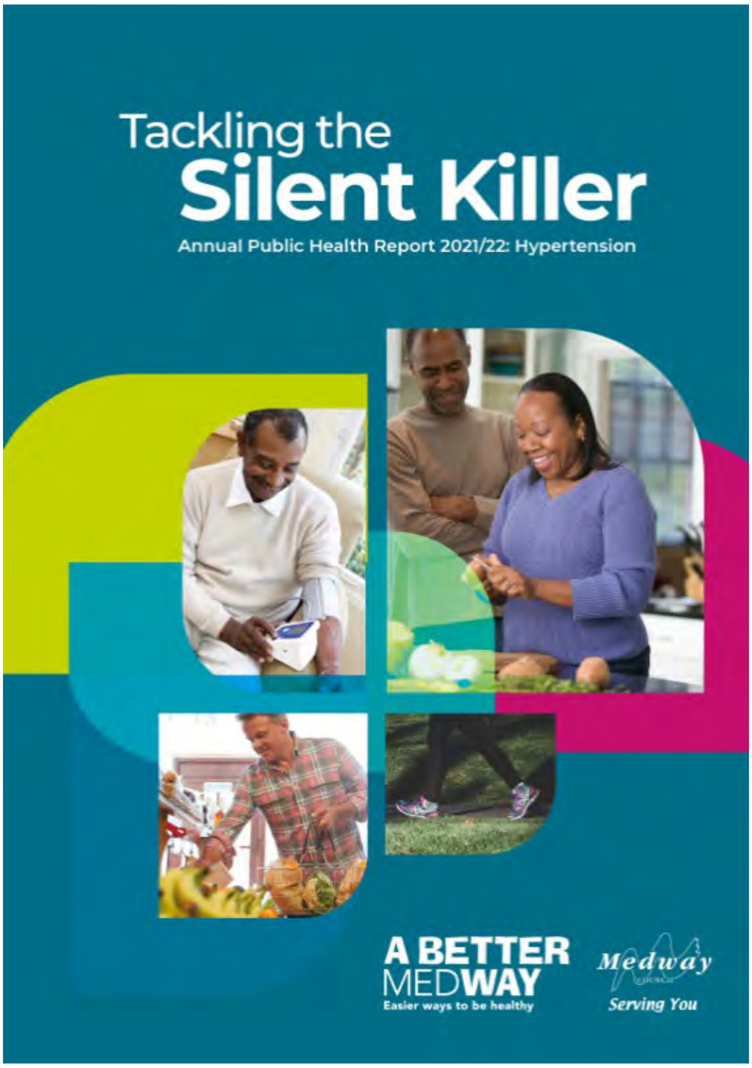
- Get Active – health walks, Nordic Walking, cycling groups and Man vs Fat – a football league for men who have a body mass index (BMI) that is 27.5 or higher
- Quit smoking – services to assist and support smokers with specialist advice and pharmacotherapy prescriptions
- Healthy Way - healthy way is a free programme that supports residents to adopt a healthier lifestyle through diet, stress management and behaviour change
- Oviva Digital Weight management – supporting overweight adults to lose weight and create healthier habits through a free app
- Healthy Mind – supporting mental health and promoting the 5 ways to wellbeing
- Healthy eating – range of family and adult cookery courses and workshops
- Healthy child – breastfeeding, school programmes, early years support
- Suicide prevention (Ask. Listen. Stop suicide)

- Adult and young people substance misuse support - Treatment and Recovery Services and digital support
- NHS Health checks for 40-74 year olds
- Oral health campaigns and training
- Sexual health services – contraception, testing, advice and support
- Family weight management Lose weight – courses and programmes to help children and families achieve a healthy lifestyle (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 2021-22 'Tackling the silent killer' focusing on hypertension click on the link below:

https://www.medway.gov.uk/downloads/file/8137/annual_public_health_report_-_2021_to_2022



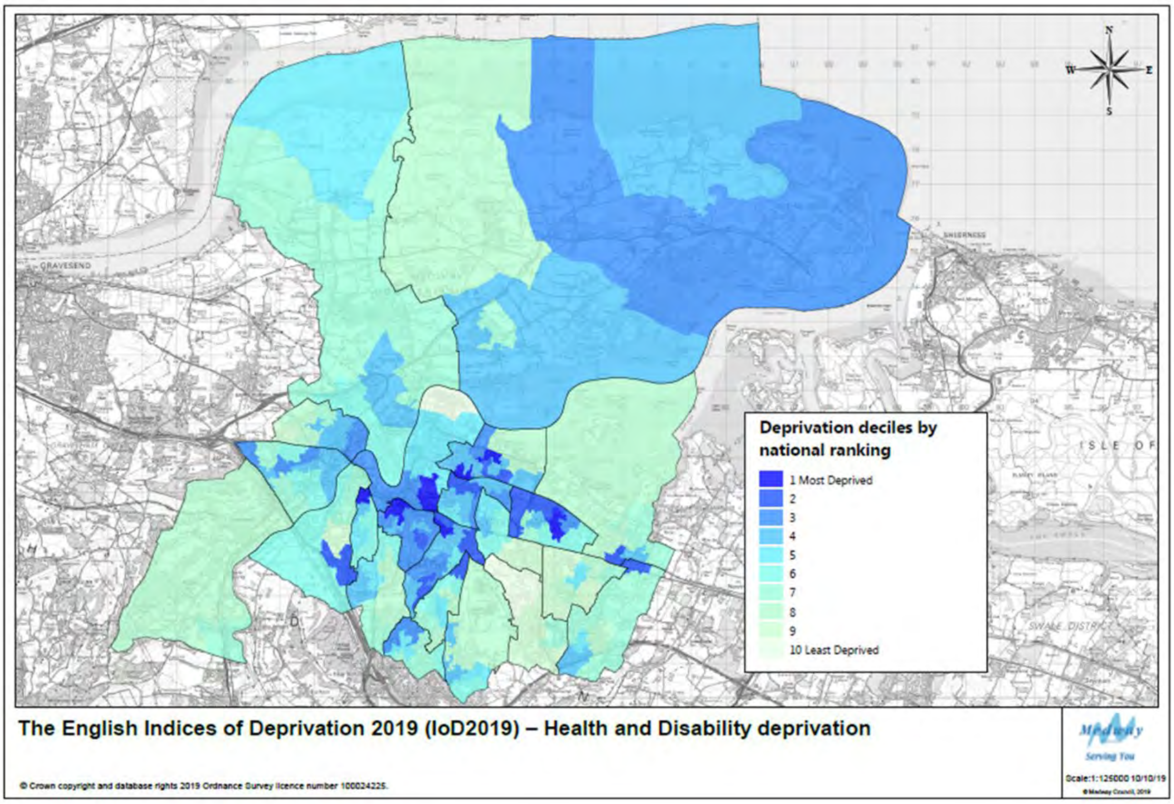
Health Deprivation

The Indices of Deprivation are a unique measure of relative deprivation at a small local area level (Lower-layer Super Output Areas) across England. The latest set of indices were published in 2019, with the next release expected late 2025.

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[1] 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.

1 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 from pre-covid levels, with Medway performing slightly above the England average. It should be noted however that a different grading approach was used in 2022 to take account of the impact of the pandemic.

Table: Average attainment score 8 per pupil

	2018	2019	2020	2021	2022
Medway	46	46.6	*	*	49.4
England	44.5	44.7	*	*	48.9

* Due to the impact of the Covid 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/download-data

Planning Applications for Schools

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:

- Rochester Riverside
- Land off City Way Chatham
- Sir Joseph Williamsons Mathematical School Rochester
- Rochester Grammar School for Girls
- Fort Pitt Grammar School, Fort Pitt Hill, Chatham
- Burnt Oak Primary School, Richmond Road, Gillingham
- The Hundred of Hoo School, Main Road, Hoo St Werburgh
- Abbey Court School, Cliffe Road, Strood, Rochester

Application Number	Address	Works/Description
MC/22/2374	The Pilgrim (vc Ce) School, Warwick Cresent, Borstal, Rochester	Retrospective – Installation of the temporary Portakabin building consisting of two classrooms and toilets
MC/22/2494	Strood Academy, Carnation Road, Strood	Construction of a new SEN unit including connecting corridor and outdoor playground.
MC/22/1403	The Bradbury Centre, View Road, Cliffe Woods	Siting of 4 Portakabin classrooms to provide temporary learning space for a period of 3 years
MC/22/2543	Abacus Nursery, Kingfisher Primary School, Princes Park	Application for a Lawful Development Certificate (Proposed) for the installation of solar panels
MC/22/1041	St Margarets House (Kings School) Rochester	Installation of a detached stand alone modular 'snack shack' building including a decked area to the front of the 'snack shack' for external seating and a newly created footpath connecting the existing path within St Margaret's House to the decked area using paving slabs.
MC/22/0321	Wayfield Community Primary School, Chatham	Construction of music practice room and staff room
MC/22/0361	Sir Joseph Williamsons Mathematical School Rochester	Construction of a multi-use games area (MUGA) complete with perimeter fencing, floodlighting and asphalt access pathway
MC/22/0649	Chatham Grammar School for Girls, Rainham Road	Removal and replacement of existing vehicle and pedestrian entrance gates
MC/22/2019	Oasis Restore School, Sir Evelyn Road, Rochester	Internal refurbishments and remodelling
MC/22/0974	The Hundred of Hoo Primary School Main Road Hoo	Construction of a two storey extension with associated external works incorporating the expansion in the capacity of the staff car park and reconfigured early years play area and playground.
MC/22/1845		Construction of an additional dining hall and connecting lobby and extension to Pavilion to provide changing facilities - removal of existing containers

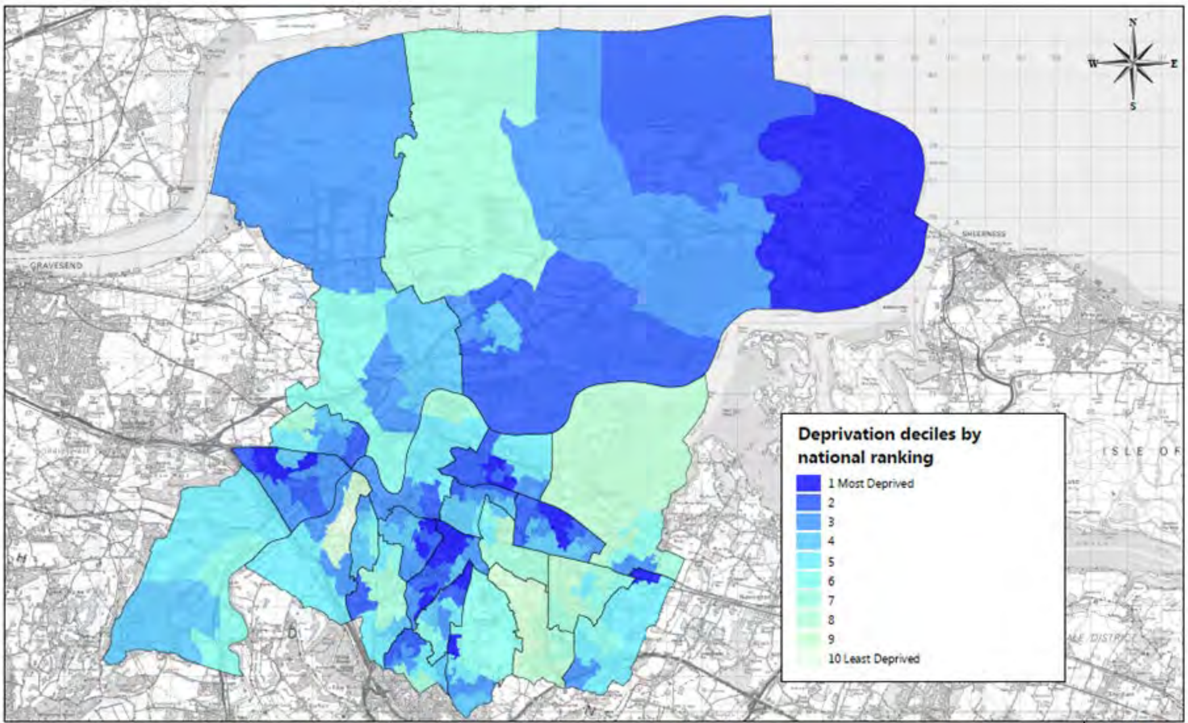
Education, Skills and Training Deprivation

The Indices of Deprivation are a unique measure of relative deprivation at a small local area level (Lower-layer Super Output Areas) across England. The latest set of indices were published in 2019, with the next release expected late 2025.

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.



The English Indices of Deprivation 2019 (IoD2019) – Education, Skills and Training deprivation

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 the end of December 2023

- All developer contributions received 01/04/2022 – 31/03/2023
- All expenditure of developer contributions during 01/04/2022 – 31/03/2023
- 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 successfully secured funding for various local schemes. Updates on some of the key transport projects are set out below:

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.

Emergency Active Travel Fund

Tranche 1: £242,500 in 2020/21
The Active Travel Fund (ATF) provides an opportunity for Medway to build upon the success of Medway's Cycling Action Plan:
https://www.medway.gov.uk/downloads/file/1029/cycling_action_plan
The following improvements have been made to Medway's cycle network as part of Tranche 1:

- New advanced stop line and segregation via wands of the advisory on-carriageway cycle lane on Dock Road junction with Khartoum Road.
- Wand segregation, resurfacing and widening of the two mandatory on-carriageway cycle Lanes on Dock Road between Wood Street and Western Avenue.
- Dropped kerb/tactile paving installations on strategic routes, 18 junction improvements in total.
- Installation of approximately 20 cycle storage hoops across various sites in Medway.

Tranche 2: £927,000 in 2021/22
Originally involved five schemes identified for additional walking and cycling measures, one of which includes the A228 Four Elms Hill; see below. Another potential scheme, providing an active travel link between Cuxton railway station and Medway Valley Park is also being considered for design; also below.

A228 Four Elms Hill:
This scheme comprises the resurfacing and widening of the existing shared cycle/pedestrian footway and junction accessibility/visibility improvements at Beacon Hill Lane. Construction commenced in August 2023 but was subject to some delay due to contractor availability and weather so the completion date was extended. To minimise the impact of the traffic management required to construct the scheme, the remaining junction accessibility/visibility improvements at Beacon Hill Lane including accompanying signage were undertaken during October 2023 half-term.

Cuxton - Medway Valley Park active travel scheme
Investigations on a suitable active travel connection between Cuxton & Medway Valley Park remain ongoing.

Tranche 4: £486k in 2023/24
A proforma bid, totalling £486,418, was approved by Active Travel England in March 2023, in line with the next round of ATF capital scheme funding (ATF4). This will help facilitate the introduction of a series of School Streets sites in Medway during the 2023/24 academic year and coincide with other active travel to school workstreams.

The School Streets Scheme initiative involves timed restriction and temporary closures of roads outside schools, preventing vehicular access by non-residents. This is intended to coincide with school drop-off and collection times and would effectively introduce a pedestrian and cycle zone during the applicable times, promoting safer routes to school by active modes of travel. Nine sites have been identified for further consideration and development and a business case has set out the estimated budget requirement. The School Streets intervention formed the basis of Medway's successful ATF4 bid submission. Eight sites in Medway were taken forward to statutory consultation and a further two sites for feasibility studies.

Capability Fund: £382k between 2021-23
In 2021-22, the Council was awarded £232,107 in revenue funding by the Department for Transport to support active travel workstreams in Medway. The Council was also successful in securing an additional £100,381 revenue allocation in December 2022 and a further £50,191 in September 2023. This will continue to fund capability building activities linked to the outputs required by Medway's emerging Local Cycling and Walking Infrastructure Plan (LCWIP), including mapping a desire network, early feasibility scheme design to the point of bidding for capital funds, public consultation and further evidence and data modelling, audits and counts to support the LCWIP outputs. It will also support behaviour change activities, including travel planning and engagement, communications and marketing materials and school street audits.

CAF workstream outputs to date have included:

- The development of Medway’s Local Cycling and Walking Infrastructure Plan (LCWIP). It is anticipated that this will be in place by the end of March 2024.
- The appointment of a Transport Initiatives Coordinator, to progress active travel initiatives in Medway in accordance with the CAF. One-year fixed contract to potentially be extended, with a vacant Transport Planner (Initiatives) post having been filled during the Summer.

- Production of an asset register project, signage improvements and new resources linked to the Council's Rights of Way Improvement Plan (ROWIP)
- Maintenance and upgrades to Medway's 16 cycle counters, including quarterly performance monitoring.
- A national Modeshift subscription. Membership of Modeshift STARs continues and serves as an online platform for schools to develop their travel plans, with the support of Medway Council.
- Development of a new 'Think Smart, Park Safe' initiative, introduced to school communities in April 2023.
- A proposed pupil mode of travel data capture to help identify and target modal shift progress across Medway.
- Walk Once a Week (WOW) initiative - Increase from 8 participating Medway schools at the beginning of the 2022-23 academic year to 17 schools at present. This has resulted in a 117% pupil participation increase, with 5,328 pupils benefitting from the initiative.
- Walking and cycling campaign resources, active travel workplace engagement, volunteer led walks and cycle ride investment, including an Explore Medway digital route planning tool.

Section 106 contributions linked to active travel accessibility improvements and safer routes to school.

Bikeability Course Delivery Funding, with claims made to The Bikeability Trust on a quarterly basis, based upon the number of children receiving training courses.

Estimated traffic flows for cars and all vehicle types

Table: Car and Taxi Traffic – Million miles

	*2018	*2019	*2020	2021	2022	% change 2021–2022
Medway	686	693	552	598	**649**	+9%
Kent	7,197	7,239	5,496	6,068	**6,719**	+11%
South East	42,885	43,210	31,855	35,285	**39,320**	+11%
England	221,806	225,160	169,561	189,675	**208,816**	+10%

** 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. Figures in 2020, 2021 and 2022 are affected by the covid pandemic, so caution would be taken when interpreting this data and comparing with other time periods. 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 pandemic. Traffic flows continued to increase again this year but are still lower than they were five years ago (8% lower for cars and 3% 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

	*2018	*2019	*2020	2021	2022	% change 2021 - 2022
Medway	868	879	728	782	**839**	+7%

Kent	9,531	9,579	7,616	8,385	**9,165**	+9%
South East	54,488	54,888	42,419	46,905	**51,620**	+10%
England	285,536	289,473	228,152	254,369	**276,460**	+9%

** 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. Figures in 2020, 2021 and 2022 are affected by the Covid pandemic, so caution would be taken when interpreting this data and comparing with other time periods. 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 2021/22 6 million bus passenger journeys were made in Medway, a rise of 6% in bus usage over the previous year. Kent, South East and England all saw significant rises following the dip in 2020/21 due to the Covid pandemic lockdown restrictions.

Table: Passenger journeys on local bus services - millions

	2017/18	2018/19	2019/20	2020/21	2021/22	% change 2020/21 - 2021/22
Medway	8.1	8.2	8.1	5.6	**6.0**	7%
Kent	55	53.6	51.9	15.0	**35.4**	136%
South East	349.0	347.6	333.8	113.4	**220.4**	94%
England	4,346.8	4,305.0	4,071.2	1,580.6	**2,839.2**	80%

Source: DfT transport statistics. Please note there have been some adjustments to the figures published so will not match those figures shown in previous Authority Monitoring Reports.
https://www.gov.uk/government/collections/bus-statistics
Table BUS01 (BUS01e)

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 expected 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. Medway's Bus Service Improvement Plan has been in operation since October 2021. Medway have received £768K government funding for each of the years 2023/24, and 2024/25, and are looking at an uplift in evening and Sunday frequencies in due course, along with special ticket promotions.

In due course Medway Council is also looking to have a Bus Partnership Officer to move aspects of the BSIP forward.

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	*2017-18	2018-19	2019-20	2020-21	2021-22	% change 2020/21 - 2021/22
Chatham	2.73	2.73	2.62	0.826	**1.73**	109%
Cuxton	0.05	0.06	0.06	0.03	**0.05**	67%
Gillingham	2.74	2.75	2.52	0.94	**1.86**	98%
Halling	0.09	0.1	0.09	0.03	**0.06**	100%
Rainham	1.82	1.93	1.87	0.46	**1.16**	152%
Rochester	1.82	2.06	2.12	0.56	**1.46**	161%
Strood	1.07	1.19	1.16	0.45	**0.87**	93%
TOTAL	10.32	10.82	10.44	3.30	**7.19**	118%

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

Although in 2020-21 all stations saw a substantial reduction in station usage it rose again last year following the lifting of the Covid lockdown restrictions; however, it did not rise to pre-pandemic levels.

Source:
https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/
Table 1410 Station usage 2021/22 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 draft LAA, that reports in the supply of aggregates in 2022, is to be considered by the South East Aggregates Working Party and is published in Volume 2 of the AMR.

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. Total annual sales of aggregates from wharves in 2022 (3.308Mt) exceeded that achieved in any one of the last fourteen years.

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 continued, though remaining reserves are limited. The relatively small reserve at the other permitted sand and gravel quarry may be sterilised by impending non mineral development. The Local Plan allows for additional reserves but no interest has been shown by industry for some time. 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 and there have been relatively high rates of delivery in recent years.

Other major construction projects proposed in the wider South East region which may place demands on aggregate supplied from Medway include Ebbsfleet Garden City, Lower Thames Crossing, Thames Tideway Tunnel, Crossrail 2, HS2 and Silvertown Tunnel.

Aggregate Infrastructure Sales	2022 Sales (Mt) & Trend[1]	Average (10-yr) Sales & Trend[1]	Average (3-yr) Sales & Trend[1]	APR[2] (Mt)	Reserve (Mt)	Landbank (years)	Allocations (years)	Capacity (Mtpa)	Comments[3]
Recycled / Secondary Aggregates	c	31,744 ⇩	9,501 ⇧	n/a				0.135	Established primary aggregate producer reported sales of RA for the first time. Recycled aggregate also produced at demolition sites. Closed Kingsnorth Power has a stock of approx. 1.4mt m^3 coal derived fly ash
Marine Sand & Gravel	1.893 ⇧	1.616 ⇧	1.826 ⇧	n/a				4.3	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	1.415 ⇧	1.150 ⇧	1.355 ⇧	n/a				4.3	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				0.56	Established aggregates rail depot linked to wharf used to export aggregate. Sand and gravel is not imported by rail
Rail Depot Sales (Crushed Rock)	c	n/a	0.000	n/a				0.100	Established aggregates rail depots linked to wharf used to export aggregate. Crushed Rock is not imported by rail

Quarry Sales	2022 Sales (Mt) & Trend[1]	Average (10-yr) Sales & Trend[1]	Average (3-yr) Sales & Trend[1]	APR (Mt)[2]	Reserve (Mt)	Landbank (years)	Allocations (years)	Capacity (Mtpa)	Comments[3]
Soft Sand									No known reserves
Sharp Sand & Gravel	c	52,665 ⇧	72,587 ⇩	0.072 ⇩	0.372 ⇩	5.2 ⇧	n/a	>0.200	Two quarries, one inactive. APR taken as 3 year average in light of sales pattern. Reserves at inactive quarry may be sterilised in future.
All Sand & Gravel[4]	c	52,665 ⇧	72,587 ⇩	0.072 ⇩	0.372 ⇩	5.2 ⇧	n/a	>0.200	See above
Crushed Rock									No known reserves

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. **APR = 'Aggregate Provision Rate'** – The APR is the level of sales used to estimate future requirements and is based on historic sales and other relevant local information. The term 'LAA Rate' has previously been used for the 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. **Shading** applied where aggregate supply source is not relevant.
6. **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.
7. **'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 Council has commissioned an updated Waste Needs Assessment (WNA). Along with the Local Aggregates Assessment, the WNA will be published as an addendum in 2024.

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)

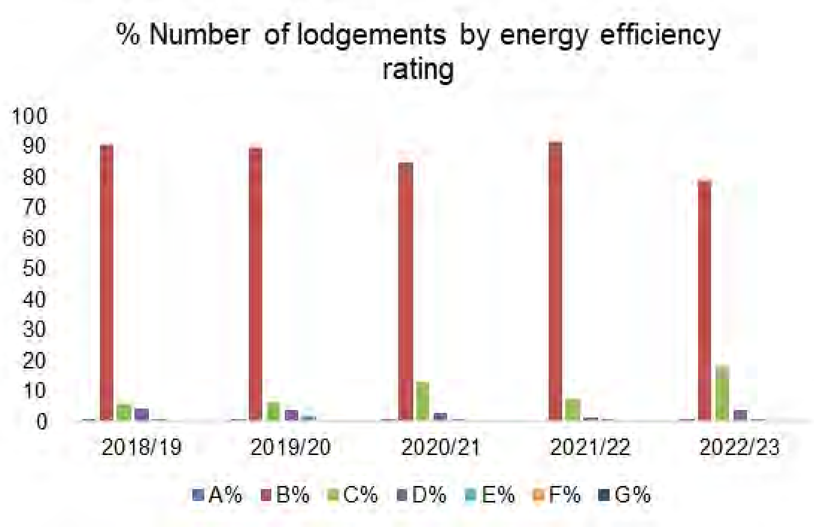
Two types of EPCs are issued on the completion of new dwellings – Energy Efficiency (based on fuel costs) and Environmental Impact (based on CO2 Emissions). An EPC gives a property an energy efficiency rating from A (most efficient) to G (least efficient) and is valid for 10 years.

New dwellings - Energy Efficiency (based on fuel costs)

In the last five years the majority of dwellings have been constructed to a B energy efficiency rating (based on fuel costs) - last year 2021/22 was highest at 91.4%. reducing to 78.6% this year. This is consistent with the rest of England, although England's overall percentage of B ratings is higher (82.3%). Medway's C and D ratings rose this year 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)

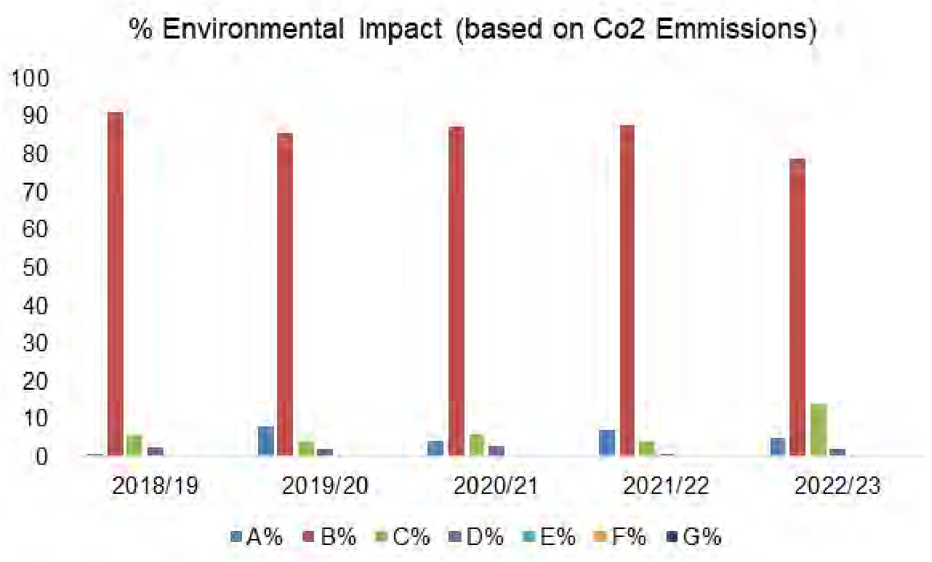
Year	A%	B%	C%	D%	E%	F%	G%
2018/19	0.0	90.2	5.5	3.8	0.3	0.0	0.0
2019/20	0.2	89.6	6.2	3.6	1.4	0.0	0.0
2020/21	0.1	84.4	12.6	2.7	0.2	0.0	0.0
2021/22	0.0	91.4	7.2	1.1	0.2	0.0	0.0
2022/23	**0.1**	**78.6**	**17.7**	**3.5**	**0.1**	**0.0**	**0.0**
England 2022/23	*2.8*	*82.3*	*11.0*	*2.8*	*0.7*	*0.3*	*0.1*



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 for environmental impact. This year 2022/23 A ratings dropped from last year but remained higher than 2 of the previous 5 years. The percentage of C rated homes increased to the highest level in the last 5 years to 13.9%. No E, F or G rated buildings were built; indeed 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 E, F and G rated dwellings, compared to Medway's zero percentage of E, F and G ratings.

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

Year	A%	B%	C%	D%	E%	F%	G%
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
2022/23	**5.1**	**78.8**	**13.9**	**2.2**	**0.0**	**0.0**	**0.0**
England 2022/23	*12.9*	*76.4*	*7.2*	*2.5*	*0.4*	*0.4*	*0.1*



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

Renewable energy installations

Table: Medway renewable electricity number of installations

	Photo voltaics	Onshore Wind	Hydro	Anaerobic Digestion	Offshore Wind	Wave/Tidal	Sewage Gas	Landfill Gas	Municipal Solid Waste	Animal Biomass	Plant Biomass	Confiring	Total
2018	70	0	0	0	0	0	0	0	0	0	0	0	70
2019	377	0	0	0	0	0	0	0	0	0	0	0	377
2020	75	0	0	0	0	0	0	0	0	0	0	0	75
2021	94	0	0	0	0	0	0	0	0	0	1	0	95
2022	**326**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**326**
TOTAL	942	0	0	0	0	0	0	0	0	0	1	0	943

The majority of renewable energy installations in Medway have been Photovoltaics (solar), with 942 new installations over the past 5 years – these include domestic installations.

Source:
https://www.gov.uk/government/statistics/regional-renewable-statistics

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.

Completed dwelling – for monitoring purposes, a dwelling is counted as complete when the structure is finished and ready to be lived in (not once it has been sold or occupied).

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.

Greenbelt – areas of land which has been set aside near urban or developed land which is protected from most forms of development. The Greenbelt policy checks the unrestricted sprawl of large built up areas, prevents neighbouring towns merging into one another, assists in safeguarding the countryside from encroachment, preserves the setting and special character of historic towns and assists in urban regeneration by encouraging the recycling of derelict and other urban land.

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).

Reserved matters application – details the matters which were reserved from the original outline planning application

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. In considering whether a home is a self-build or custom build home, relevant authorities must be satisfied that the initial owner of the home will have primary input into its final design and layout.

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.