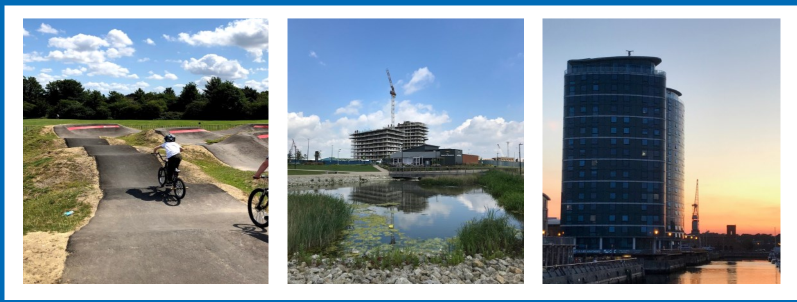


Medway Authority Monitoring Report 2019

1st April 2018 — 31st March 2019

Volume 1 - Main Report

Medway Council
Serving You

December 2019

Executive Summary 2018/2019

DEMOGRAPHY

The latest mid-year estimate indicates that:

the population of Medway reached 277,855 in June 2018

This is the lowest growth rate between years for the past 14 years.
The peak growth rate was in 2012.

REGENERATION

Construction has commenced at major regeneration sites in Medway, including flats at the Chatham Waters development *(pictured right)* and the flagship regeneration scheme at Rochester Riverside.

HOUSING COMPLETIONS

In 2018/19 there were:

647 housing units completed

74% were on previously developed land

26% were affordable

HOUSE PRICES

Property prices have increased by 34% over the last 5 years

However, prices have levelled off over the past couple of years, but are still lower than Kent and the South East. They are around the same as the average price in England.

NEW EMPLOYMENT FLOORSPACE

Employment floorspace completions were up this year, totalling 53,685sq.m net.

However, only 22% of this was on previously development land. This is due to a large proportion of warehousing floorspace being completed at London Medway Commercial Park in Kingsnorth, a greenfield employment allocation from the 2003 Medway Local Plan.

UNEMPLOYMENT

The claimant rate in Medway stood just above the national level in April 2019. Across all areas over 2018-2019 the claimant rate has been increasing.

ECONOMIC PRODUCTIVITY

Medway's economy is worth just over £5.3bn

This is the 6th year of productivity growth for Medway.

EMPLOYMENT RATE

In 2018 the employment rate stood at 77.5%.

This was a slight dip down from 78% last year, having increased for the four previous years.

EDUCATION – GCSE ATTAINMENT

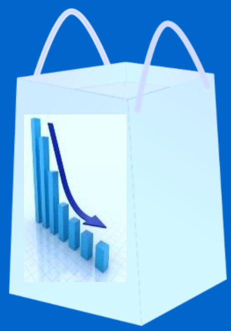
A new grading system has been introduced using scores from 1-9 rather than A*-C. This scoring system was first used in 2017;

In 2018 the average attainment 8 score for Medway increased to 46.5 compared to the national score of 44.5

NEW RETAIL FLOORSPACE

Gross retail completions were down this year

This is because 2018/19 has not seen the large scale retail floorspace completions seen in previous years, such as the new Asda at Gillingham Pier and the Hempstead Valley extension, There was disappointment at the news of the planned closure of Debenhams in Chatham.



ENVIRONMENT – GREEN FLAG AWARDS

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

In 2018/19 all seven sites retained the Green Flag award.

Green Flag Award

HERITAGE AT RISK REGISTER

Currently Medway has 16 entries on the Heritage at Risk register, this is down from a high of 18 in 2015.

The number has reduced through work with the owners to undertake repairs and improvements.

Other sites, such as Fort Amherst, have benefitted from Heritage Lottery Funding to help undertake a number of improvements and repairs.

MORTALITY

In 2018 the death rate remains lower than it was in 2014 and 2015 although still higher than the South East and the national level generally.

Dementia and Alzheimer disease were the leading causes of all deaths in England and Wales accounting for 12.8%.

LIFE EXPECTANCY

For 2015-17 life expectancy has risen marginally.

However, it is consistently lower than the average age for England.

TRANSPORT – TRAFFIC FLOWS

CAR JOURNEYS

Medway along with the South East region has seen a fall in car usage and all vehicle usage.

BUS PASSENGER JOURNEYS

In 2017/18 8.2 million bus passenger journeys were made in Medway.

Medway has seen a bigger drop in bus usage over the past year compared with the South East and England.

PORT CARGO TRAFFIC

Medway Ports are ranked 11th out of the top 30 busiest UK major ports

(a rise of 4 places from last year) – with the cargo handled representing 2.2%.

Medway Ports cargo tonnage is up on last year; similarly all traffic in England and Wales has generally risen.

PLANNING APPLICATIONS RECEIVED

1,094 planning applications were received in 2018/19

This is a decrease of just over 26% from the previous year.

95% of these were determined within the statutory or the agreed timeframe.

APPEALS During the year 2018/19, 65 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 65% of these appeals.

Introduction

Medway has changed significantly over the past few decades, with regeneration and new infrastructure contributing to the development of a modern city. The council is preparing a new Local Plan to manage Medway's growth up to 2037. The emerging plan is being developed in the context of pressures on the housing market, infrastructure and key services, and heightened concerns about the impacts of climate change. It plans to meet the development needs of our growing and changing communities, whilst respecting the area's natural and built environment. The council is committed to securing the investments in upgrading the area's infrastructure to ensure that growth does not overstretch the capacity of services, and does not place unacceptable pressures on the environment.

Medway Council was successful in securing £170m of government investment to deliver major upgrades to transport and environmental measures on the Hoo Peninsula. This facilitates strategic growth of homes, jobs and wider services. The council produced a new regeneration strategy, Medway 2035, in 2018, aligned with the ambitions of the emerging Local Plan. It promotes our key regeneration sites and town centres, and the council's priorities for achieving a vibrant, successful and attractive waterfront university city. These ambitions are being taken forward through a Future High Streets Fund bid for Chatham and a Heritage Action Zone programme for Chatham Intra (the interface between Chatham and Rochester).The council continues to promote urban regeneration and investment in building new homes through its Medway Development Company. A programme of major works in Strood has included and site preparation for development at Strood Riverside, and highways and public realm investments. The private sector is also showing confidence in Medway, with development underway at Gillingham Pier, Kitchener Barracks, Temple Marsh and Rochester Riverside, amongst other sites. Medway has announced that it is bidding to be UK City of Culture in 2025.

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 2018 – March 2019, with references to previous years for comparison purposes. The report has been informed by data gathered from planning applications determined at 31st March 2019. The sections on Planning Context, Duty to Cooperate, and Development and Delivery take account of information available up to November 2019.

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

Volume 3 is the Medway Local Aggregate Assessment for 2018, 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:

https://www.medway.gov.uk/info/200149/planning_policy/597/local_development_scheme_and_monitoring/2

Planning Context

This section of the report considers updates in policy up to November 2019. This extends beyond the standard reporting period of April 2018 to March 2019, to take account of key changes in government planning policy and guidance that are relevant to the preparation of the Medway Local Plan.

Following on from the publication of the revised National Planning Policy Framework (NPPF) in July 2018, a further update was made to the framework in Spring 2019. These changes focused on clarifications relating to housing land supply, the definition of 'deliverable' and appropriate assessment for habitats sites. In February 2019, the government published its response to its technical consultation on planning matters. This included the standard method for calculating local housing need. The first measurement of the Housing Delivery Test, for 2018, was also published in February 2019. The measure for Medway showed that housing built in the last three years had provided for 47% of the total housing need defined for that the period. The Council was required to produce a Housing Delivery Test Action Plan that it published in August 2019.

A number of updates to Planning Practice Guidance were published in 2019, including new guidance on appropriate assessment, effective use of land, Green Belt, housing for older and disabled people, housing needs of different groups and housing supply and delivery.

Government also extended Permitted Development Rights in May 2019, which expanded the range of uses that could be converted to housing, under the Prior Approval route. The Community Infrastructure Levy (CIL) regulations came into force on 1 September 2019. The CIL amendments were introduced to make the system of developer contributions simpler, more flexible, fairer, and more transparent. The regulations removed the pooling restrictions which limit the number of planning obligations that can be used to fund a single infrastructure project, and introduced the requirement for an annual Infrastructure Funding Statement to report on what has been received and spent through developer contributions.

The National Design Guide was published in October 2019. Defra introduced the Environment Bill that contained several measures with implications for Planning. This included a proposed mandatory duty on developers to provide for a 10% net gain in biodiversity, preferably locally to the development.

Medway Local Plan

Medway Council is preparing a new Local Plan covering the period 2019-2037. The Local Plan will cover the whole of Medway, and will be prepared in conformity with national planning legislation, specifically the National Planning Policy Framework, 2019. On adoption it will replace the saved policies from the Medway Local Plan 2003. The Local Plan is a Development Plan Document (DPD).The focus of work over the last year has been assessing the comments made to the Development Strategy Regulation 18 consultation, completing the assembly of a comprehensive evidence base, and preparing the draft plan for Regulation 19 consultation in coming months.

Local Development Scheme

The work programme on the Local Plan was impacted by the preparation of the Housing Infrastructure Fund (HIF) bid for strategic investment in transport and environmental measures, and the completion of key evidence base documents for the draft plan.

The Council is presenting an updated Local Development Scheme to Cabinet for approval at its meeting in December 2019. This is the same meeting that is considering this Authority Monitoring Report. The Scheme has been updated to take account of the delay in the outcome of the HIF bid and the requirements of Highways England for the completion of the Strategic Transport Assessment.

The document 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.

Key milestones for Medway Local Plan

Stage	Date
Regulation 18 – Issues and Options consultation	Jan-Feb 2016
Regulation 18 – Development Options consultation	Jan-May 2017
Regulation 18 – Development Strategy consultation	March-June 2018
Regulation 19 – Publication of draft plan	Summer 2020
Submission of plan for examination	by January 2021
Adoption (determined on outcome of Examination)	December 2021

Local Plan Evidence Base

The council is now preparing the content of the draft plan for publication in 2020. A broad evidence base informs the plan. Details of evidence base documents are available on the council's website at:

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

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

Strategic Land Availability Assessment (SLAA)

The purpose of a Strategic Land Availability Assessment (SLAA) is to identify the supply of land in Medway that is 'suitable', 'available' and 'deliverable' for development. It is an important strand of the evidence base for the Local Plan, as it provides information on potential land availability. The council has kept its information on land availability under review in preparing the new Local Plan, to ensure that its work is informed by an understanding of all options to deliver growth in Medway.

The Planning Service has used information collected from developers and site promoters, ongoing work on the evidence base for the draft plan, including infrastructure planning, to review the SLAA. The latest iteration of the assessment has considered how constraints to development may be addressed to provide for sustainable growth. This has reflected the success of the HIF bid and certainty in infrastructure provision to support potential growth on the Hoo Peninsula. The SLAA report, 2019, also considers the potential for further town centre regeneration, informed by the work carried out on town centre masterplans for Chatham, Gillingham and Strood.

An updated Strategic Land Availability Assessment has been prepared for publication in December 2019. It includes both housing and employment sites. This is available to view at:

https://www.medway.gov.uk/downloads/download/21/medway_strategic_land_availability_assessment

Strategic Transport Assessment

The Strategic Transport Assessment (STA) forms a key part of the transport evidence base. Given pressures on the existing transport networks and the scale of development needs, it is essential to demonstrate that growth can be delivered sustainably in locations and sites identified as allocations in the draft plan.

The STA establishes strategic infrastructure needs and mitigation measures required to mitigate the transport impacts of new development. Initial work provided a high-level assessment of the scenarios presented in the Development Options and Development Strategy consultations. Further stages have been carried out in more detail to inform identification of preferred sites to be allocated for development, and to assess the impacts of proposed development, with consideration of potential mitigation measures. This work incorporates a complementary assessment of the associated vehicle emissions within Medway's adopted Air Quality Management Areas. This information will be used in the Habitats Regulation Assessment of the draft Local Plan. The Council has engaged with Highways England in preparing the final stage of work on the STA to inform the draft Local Plan. It has also liaised with Kent County Council as the neighbouring local highways authority, and our neighbouring local planning authorities.

Infrastructure Planning

The development of Medway is dependent on infrastructure improvements to provide the capacity to serve the needs of the area's growing population. The council published an Infrastructure Position Statement in January 2017, to set out the baseline condition of infrastructure across Medway. As the council prepares the draft plan, it is producing an Infrastructure Delivery Plan to demonstrate how upgraded services will be delivered to support sustainable growth. This has been progressed alongside work on the spatial strategy. The council has engaged with infrastructure and service providers as part of the preparation of the draft plan, and is working with neighbouring authorities on strategic infrastructure matters. These include consideration of the impacts of the Lower Thames Crossing. This engagement work will be progressed into Statements of Common Ground supporting the publication of the draft Local Plan.

The Planning Service has worked with the HIF project team to input to the successful bid for £170m of infrastructure investment. This has included determining the infrastructure needed to support strategic growth of a rural town on the Hoo Peninsula, and the preparation of a Hoo Development Framework to guide potential growth. This information was submitted with the business case for the HIF bid, and is being further developed as part of the evidence base for the draft plan.

The draft Infrastructure Delivery Plan is informing work on the Medway Local Plan Viability Assessment.

Viability Assessment

The council must carry out a whole plan viability assessment to demonstrate that the proposed policies and allocations can deliver sustainable growth, and do not lead to unviable development. HDH Planning and Development Ltd has been commissioned to carry out this work. It involves an assessment of the land values across Medway, and the different types of development being promoted in the plan. Updates to national planning policy and guidance have increased the importance of the local plan viability assessments, which are intended to reduce areas of challenge on viability grounds at development management stage. The Council held a technical stakeholder workshop with representatives of the development sector at an early stage of the project, and invited comments on the methodology and assumptions being used to prepare the report. The Council has also sought further information from promoters of strategic sites.

Developer contributions and obligations

The Council is updating its evidence base on infrastructure needs as part of the preparation of the Local Plan, as outlined above. This includes consideration of the development contributions to providing for sustainable growth. The Medway Developer Contributions and Obligations Guide was revised and adopted in May 2018.This sets out the requirements on developments to ensure that the impacts of growth on services are adequately mitigated. This is available to view at:

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

Further work is being carried out for the new Local Plan, informed by the Infrastructure Delivery Plan and the Viability Assessment. The council has not progressed the implementation of CIL in advance of the new Local Plan. The council is considering the implications of the changes to the CIL regulations introduced in September 2019. Work has started to ensure the timely publication of the Infrastructure Funding Statement in 2020.

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 such as St Mary's Island Chatham Maritime, Temple Marsh and Rochester Riverside. 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. Further information is available on the council's website at:

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

Local Development Order (LDO)

The council is working with partners, including Tonbridge and Malling Borough Council to bring forward a successful high quality business park near Rochester Airport, known as **Innovation Park Medway**. Both Medway Council and Tonbridge & Malling Borough Council consulted on a draft Local Development Order and Environmental Statement for the site in June/July 2019. A review of responses was undertaken, which prompted further discussions with statutory stakeholders, which will be followed by refinements and preparation work leading to adoption of the LDO in the new year. Further details are available on the council's website:

https://www.medway.gov.uk/info/200177/regeneration/738/innovation_park_medway/3

Town Centre masterplans

Medway continues to promote urban regeneration as a core component of our placemaking. The Council commissioned masterplans and delivery strategies for the town centres of Chatham, Strood and Gillingham. These aim to provide the basis to promote urban regeneration and attract investment to centres with the potential to accommodate new development. The Council consulted on the documents in August and September 2019. This work included a workshop with elected members on 12 August, drop in sessions in the town centres and stakeholder events. Following the close of consultation, officers considered the comments received and updated masterplans have been prepared. These are presented to Cabinet in December 2019 to publish as part of the supporting information for the draft plan. The masterplans identify potential development sites and opportunity areas to accommodate new growth that could contribute towards meeting the strategic objectives of the new Local Plan and the area's development needs.

Hoo Development Framework

The successful HIF bid facilitates strategic growth on the Hoo Peninsula. A rural town based around Hoo could provide for an important component of Medway's development strategy. The council has commissioned Gillespies to produce a development framework setting out the key principles and approach to growth. This work supported the HIF business case through showing the development potential. Following the HIF outcome, work will continue on the development framework as part of the supporting evidence for the draft local plan, should this proposed growth be demonstrated to be deliverable and sustainable. The Planning Service has liaised with development interests, statutory consultees and local communities in reviewing proposals, and has held initial workshops. Further consultation work is planned in 2020 to provide a sound basis to masterplanning and to gain confidence in delivering quality development.

Green and Blue Infrastructure Strategy

The draft plan seeks to secure a thriving natural environment as central to our ambitions for Medway. The green and blue infrastructure strategy will identify the area's key assets and set out approaches to planning for Medway's environment. Stakeholder events were held in July 2019, with representatives from statutory and voluntary organisations, services, parish councils and community groups. The Council consulted on a Medway Green and Blue Infrastructure Vision in August and September 2019. The comments are being considered in preparing the strategy document for publication in 2020. The council will also seek to use the evidence base document to link to new requirements to secure 'biodiversity net gain'.

Playing Pitch Study

The Planning Service has worked with the Regeneration Delivery Service to commission an updated evidence base on playing pitches. This is a requirement from Sport England to support the policies in the plan, and to ensure that effective provision is made for sports, through safeguarding and allocating sites. The report was informed by input from key user group stakeholders. It was reviewed and signed off by Sport England as meeting the requirements for robust evidence for the Local Plan. The study is to be published with the Cabinet papers in December 2019 as part of the evidence base for the Local Plan.

Town Centre parking study

Consultants were commissioned to carry out a study of town centre car parks in Strood, Rochester, Chatham and Gillingham. The study is to identify levels of demand and review the provision of car parking provision and future demand, to support town centre regeneration and transport planning. A baseline report has been prepared and the final report is due shortly.

Neighbourhood Plans and Neighbourhood Development Orders

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

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

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

Hoo St Werburgh Neighbourhood plan Update
Hoo St Werburgh have appointed a consultant to assist them in the preparation of their policies for the Hoo Neighbourhood Plan. The group are collating an evidence base to further support their policies and are working on a range of areas including; heritage assets, housing, public transport and health care. The detailed programme for their neighbourhood plan has not yet been agreed and it is anticipated that draft neighbourhood plans will be received in early 2021.

Cliffe and Cliffe Woods
Cliffe and Cliffe Woods is preparing to consult on its draft neighbourhood plan early next year, before formally submitting it to Medway Council to progress to examination. Cliffe and Cliffe Woods neighbourhood planning groups submitted a pre-draft of their neighbourhood plan to the council and this draft plan was sent to internal and external colleagues for technical comments. These comments are currently being used by the Cliffe and Cliffe Woods's neighbourhood planning group to further strengthen their evidence base in support of their policies within their neighbourhood plan and finalise their overall plan before formal submission of their draft plan.

Arches (Chatham)
Arches (Chatham) applied to Medway Council to formalise the start of the neighbourhood plan process by applying for designation of a neighbourhood forum and neighbourhood area. Following a six week public consultation during July/August 2019, both items were approved at the Cabinet Meeting on 6th August 2019. Arches (Chatham) continue to work on building their evidence base having recently set up themed working groups in order to begin to work towards their targeted policy areas for their neighbourhood. It is anticipated that the draft neighbourhood plan will be received in early 2021.

High Halstow
High Halstow have commissioned consultants on the development of their neighbourhood plan. The detailed programme for their neighbourhood plan has not yet been agreed by the neighbourhood planning group. The planning team will meet with the High Halstow neighbourhood planning group in mid-December for further details on their work programme.

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

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

Local Aggregate Assessment
In line with the requirements of the National Planning Policy Framework and government guidance in the Planning Practice Guidance on the Managed Aggregate Supply System, the Council has prepared a Local Aggregate Assessment summary covering operations and sales in 2018. This provides an assessment of the demand and supply for aggregate minerals to meet local and wider strategic needs, and any environmental and economic constraints that may influence this. The key information collected for 2018 is set out in Volume 3 of this Monitoring Report. To be consistent with the monitoring period and the regional approach, the

document is titled 2018, although it has been produced in 2019, as part of the Authority Monitoring Report.

The Medway Local Aggregate Assessment 2018 has been reviewed by members of the South East England Aggregates Working Party (SEEAWP), and its content agreed. The Local Aggregate Assessment representing Volume 3 of the AMR is available to view at:

https://www.medway.gov.uk/info/200149/planning_policy/597/local_development_scheme_and_monitoring/2

Waste Needs Assessment

Following a technical 'health check' on the emerging evidence and policy for waste and minerals for the draft Medway Local Plan, the council has commissioned a Waste Needs Assessment. The National Planning Policy for Waste (NPPW) expects waste planning authorities to prepare Local Plans which identify sufficient opportunities to meet the identified needs of their area for the management of waste streams. A Waste Needs Assessment will ensure that the need for waste management facilities is considered alongside other spatial planning concerns. This work will be published with the draft plan.

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 requirements for the production of Statements of Common Ground that provide greater clarity on the strategic cross border matters being considered, and how local planning authorities are approaching these issues.

Medway Council has collaborated with neighbouring authorities, where there have been opportunities, in the preparation of evidence base documents. The council jointly commissioned work with Gravesham Borough Council on a North Kent Strategic Housing and Economic Needs Assessment at the outset of the plan making process, and more recently on a Gypsy and Traveller Accommodation Assessment. 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 and responded to consultation on assessing housing and economic development needs.

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. Representations made at Regulation 18 consultations have confirmed the range of cross border matters are broadly understood as set out in section 2 of the Development Strategy document, ‘Medway in 2035 – Vision and strategic objectives for the Local Plan’. These include Medway’s location in the Thames Gateway regeneration corridor, commuting links and migration patterns, health provision, and environmental matters. Strategic developments, such as the proposed Lower Thames Crossing, Ebbsfleet Garden City and the London Entertainment resort on the Swanscombe Peninsula are noted.

The Council consulted on an update to the Medway Statement of Community Involvement and incorporated the advice from Duty to Cooperate bodies in the latest iteration. The Council published draft masterplans for Chatham, Gillingham and Strood and sought the views of a range of stakeholders, including statutory bodies, such as Historic England and Natural England.

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 and plan making with neighbouring planning authorities in Swale, Gravesham, Tonbridge and Malling and Maidstone; and Kent County Council. The Council has also held a number of meetings with Natural England in relation to the preparation of the new Medway Local Plan and planning for the natural environment. There have been bespoke meetings with Historic England in the preparation of the town centre masterplans, particularly the treatment of the historic environment in Chatham. A key area of work for Medway Council over the last year has been transport, and the Council has sought the engagement of Highways England through the process of the Strategic Transport Assessment and major schemes such as the proposals for Innovation Park Medway and the HIF bid.

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

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

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

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

The council is also a member of the Kent Downs Area of Outstanding Natural Beauty Joint Advisory Committee, which has been responsible for the preparation of a joint AONB Management Plan, adopted by all member councils, including Medway. Work has started on the latest review of the management plan. In addition, Medway Council participates in work coordinating planning for the natural environment, such as Local Nature Partnerships and fed into the development of the Kent Environment Strategy. The council invited representatives from neighbouring local planning authorities, Natural England, Environment Agency and Historic England to take part in workshops to inform the development of a Green and Blue Infrastructure Strategy for Medway.

The strategic approach to the natural environment will be further strengthened through work on net gain for biodiversity and local nature recovery networks. Medway Council will work with statutory bodies, neighbouring authorities and community and voluntary groups.

Medway Council is a member of the Thames Gateway Kent Partnership which coordinates regeneration work across north Kent. The council is working with Tonbridge and Malling on cross border planning issues for Innovation Park Medway and the preparation of the Local Development Order.

The Council has held discussions with neighbouring local planning authorities on the preparation of a Statement of Common Ground over coming months to support the publication of the draft Medway Local Plan.

Delivering Development

The council has prepared a Housing Delivery Test Action Plan (HDTAP) which considers the main barriers to the delivery of more houses within Medway and was in response to the Housing Delivery Test (HDT) results. It was adopted and published in August 2019.

The report is available to view at:

https://www.medway.gov.uk/info/200149/planning_policy/597/local_development_scheme_and_monitoring/3

The first Housing Delivery Test results were published in February 2019. Medway scored 47% of delivery compared with the defined housing requirement. This compared the number of new homes built over the past three years, against the level of housing need defined for the area.

Despite the low level of delivery against the target figure, there has been increasing levels of housebuilding activity in Medway in recent years. This is shown in the number of major regeneration schemes underway in Gillingham, Chatham, Rochester and Strood. The Council has also permitted some housebuilding on greenfield sites, in advance of the Local Plan, where schemes can demonstrate that they can provide sustainable development. Sites in Rainham and rural areas are now underway. Monitoring data shows that housebuilding rates in coming years are forecast to rise significantly.

The preparation of the action plan has been informed by work the Planning Service and other council services, including Regeneration and Housing, have been undertaking on housing delivery and the preparation of the new Local Plan including information collected as part of this monitoring report.

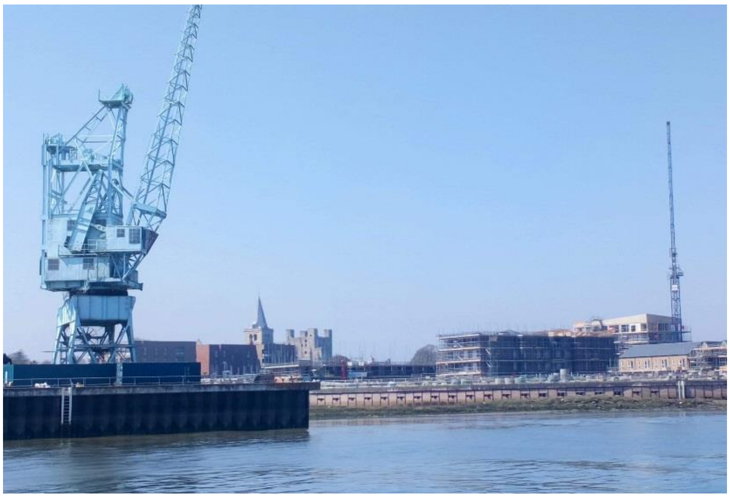
The action plan reviews:

- the work the council is undertaking to deliver housing within Medway,
- the major causes of under delivery and
- the actions needed to increase the amount and rate of delivery of new homes.

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

Development and Regeneration

Medway is a leading conurbation in the south east and has a high profile regeneration programme that is transforming redundant brownfield sites. This is most notable in the Chatham Maritime area and the wider urban waterfront areas. However there are also clear signs of redevelopment in more central areas, as an important component of establishing Medway's contemporary urban character. The council champions this growth that is delivering investment in new homes, jobs and services and opening up opportunities for residents. There is increasing confidence in the market, attracted by the spectacular settings of our waterfront sites and the leadership and investment provided by the council to bring forward key locations, such as Strood Riverside. Medway 2035, our 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 landmark regeneration site at Rochester Riverside *(pictured left)* is now under construction and will deliver 1,400 new homes.

The redevelopment of Kitchener Barracks *(pictured right)* is delivering the area's largest modular housing scheme, meeting high sustainability standards and demonstrating new ways of meeting the supply of homes to the market.

The council is committed to securing investment that can deliver its vision for Medway, as a leading waterfront university city. Funding has been secured through the South East Local Enterprise Partnership to improve infrastructure and boost the economy. The council has also successfully secured £170m from its bid to the Housing Infrastructure Fund to invest in the strategic infrastructure that is critical to Medway's ability to accommodate the scale of projected development needs in the emerging Local Plan.

Local Enterprise Partnership Funding

Central Government allocates funding for various projects to Local Enterprise Partnerships across the UK. Medway's funding is issued to and managed by the South East Local Enterprise Partnership (SELEP). Medway has been granted Local Growth funding for several schemes totalling £40.2m as shown below; a further £1.5m LGF funding for the Innovation Park Medway been provisionally allocated.

Scheme	Grant
Chatham Town Centre and Public Realm Package The Chatham town centre project is focusing on improving the Gateway link between Chatham railway station and Chatham town centre and waterfront area. Work is delivering a high quality environment, providing for a more pleasant and convenient experience for pedestrians.	**£4 m**

Scheme	Grant
A289 Four Elms Roundabout to Medway Tunnel Journey Time and Network Improvements See the Transport section for more information.	**£11.1 m**
Medway City Estate Connectivity Improvement Measures See the Transport section for more information.	**£2 m**
Strood Town Centre Journey Time and Accessibility Enhancements See the Transport section for more information.	**£9 m**
Medway Cycling Action Plan See the Transport section for more information.	**£2.5 m**
Innovation Park Medway (Rochester Airport Technology Park) This supports the development of a major new employment site, whilst also safeguarding the future of the airport.	**£8.1m**
Civic Centre Flood Defences Flood mitigation works at the former Civic Centre site in Strood (now substantially complete).	**£3.5 m**

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 January 2019 consisted of 28 sites, with capacity for nearly 800 homes. 14 of these sites already had planning permission for a total of 158 dwellings.

The current Medway Council Brownfield Land Register is available to view at:
https://www.medway.gov.uk/info/200149/planning_policies/140/brownfield_land_registers

Regeneration Sites - update

Rochester Riverside

Rochester Riverside is a flagship regeneration scheme for Medway. Medway Council and Homes England have signed an agreement with Countryside and the Hyde Group to deliver a £400m development consisting of 1,400 new homes, a primary school, work space, retail, leisure and health care facilities over the next 15 years. Planning permission was granted at the end of January 2018 and work commenced in the late spring. This is attracting much interest, and the location by the new Rochester Station offers excellent transport connections. Further details are available at:

www.rochesterriversidecommunity.com/

Chatham Waters

A mixture of development on this 14.6 ha site has already been completed. Work has now commenced on the 950 residential flats.

The next phases of development will consolidate this area as a new urban quarter, alongside St Mary's Island and Gillingham Waterfront.

Further details are available at:

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

Chatham Waterfront

The Medway Development Company (MDC) received planning permission for one of its projects this year.

Chatham Waterfront (*CGI image shown left*) is an exciting mixed use development comprising 176 apartments and over 1,000 square metres of commercial floorspace, along with significant public open space enhancements.

Another MDC project was also given permission this year on the car park at Britton Farm, Gillingham, for a five storey block of 55 flats.

Chatham Dockyard

The refurbishment of the Fitted Rigging House in the Dockyard is now complete. It has become home to a visitor centre, the Dockyard’s library and archives. This continues the success of the Chatham Historic Dockyard Trust in attracting investment and new uses to secure this unique heritage asset.

St Andrew’s Park, Halling

The housing at the old Halling Cement Works site is complete. Land to the south of the new development and around the lake is the subject of new applications as yet undetermined.

To the east of Formby Road (opposite the current development) applications were submitted in 2017/18 for further residential units and also for B1 and B8 start-up business units.

Hoo Peninsula

There has been increasing interest in development sites on the Hoo Peninsula in recent years. Much land is being promoted through the Local Plan, but a number of planning applications have also been approved in and around Hoo St Werburgh. These include Stoke Road Business Centre (200 dwellings), White House Farm (65 dwellings), Street Farm (50 dwellings), land north of Peninsula Way (131 dwellings), land south of Stoke Road (127 dwellings) and the former Sports Ground at Bells Lane (232 dwellings) – *Nightingale Rise pictured left*.

Strood

Every workspace at the Innovation Studios Medway in Strood has been let.

Redrow Homes are well underway with their development at the Temple Waterfront site. The first dwellings are now occupied. At the former Civic Centre site flood mitigation works are substantially complete with the site due to be marketed to developers in the late summer.
Public realm and transport network investments were delivered in Strood through the support of the SELEP Local Growth Fund (see the Transport section for more information).

Kitchener Barracks

Demolition of Kitchener Barracks has been completed and work has commenced on the erection of the 302 homes. More details available at:

https://kitchenerbarracks.com/

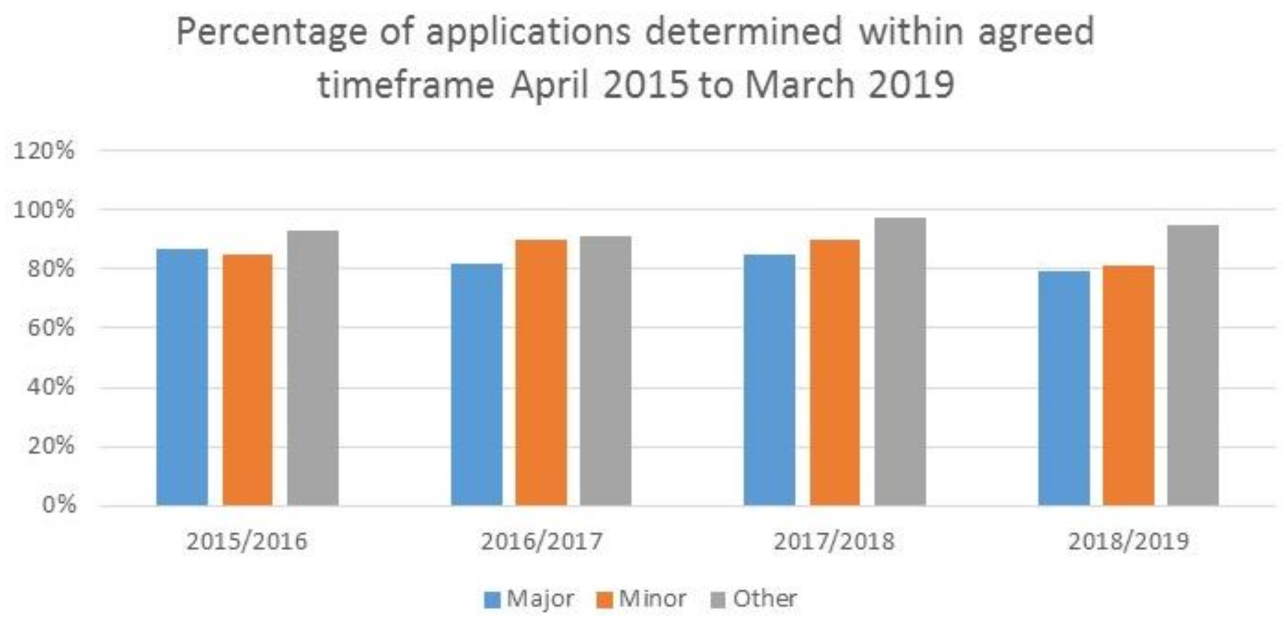
Development Management Planning Statistics

Planning applications

In 2018/19 1,094 planning applications were determined.

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

	2015/2016		2016/2017		2017/2018		**2018/2019**	
	Nos	%	Nos	%	Nos	%	**Nos**	**%**
Major	54	87%	65	82%	55	85%	**53**	**79%**
Minor	285	85%	314	90%	355	90%	**224**	**81%**
Other	983	93%	1,074	91%	1,079	97%	**817**	**95%**



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.

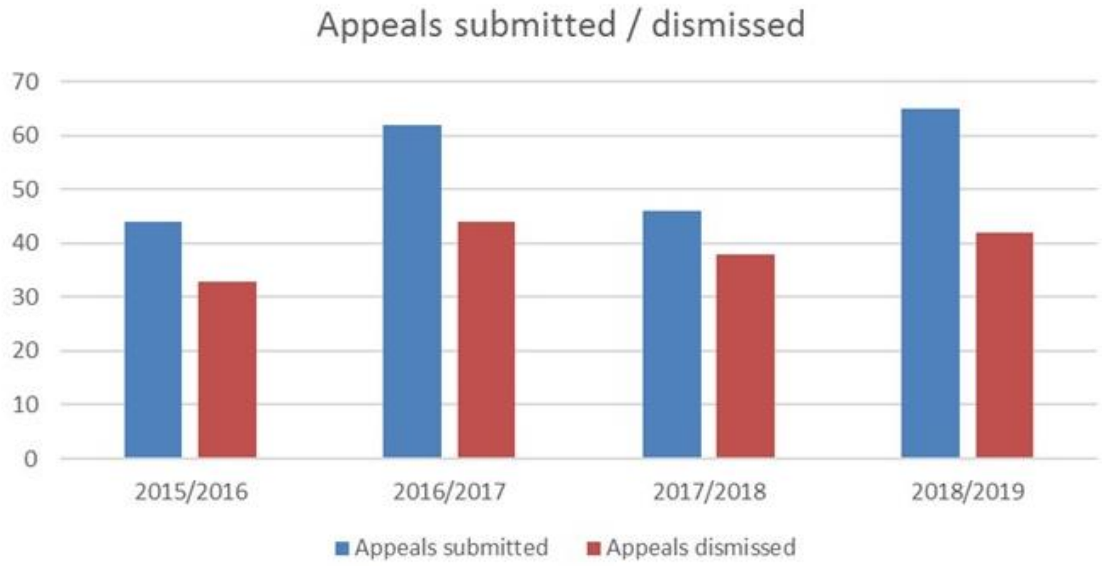
Planning Performance Agreement (PPA)
A PPA is a framework agreed between a local planning authority and a planning applicant for the management of complex development proposals within the planning process. A PPA allows both the developer and the local planning authority to agree a project plan and programme, 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 2018/19, 65 appeals against the Council's decisions were determined.
The Planning Inspectorate dismissed 65% of these appeals.

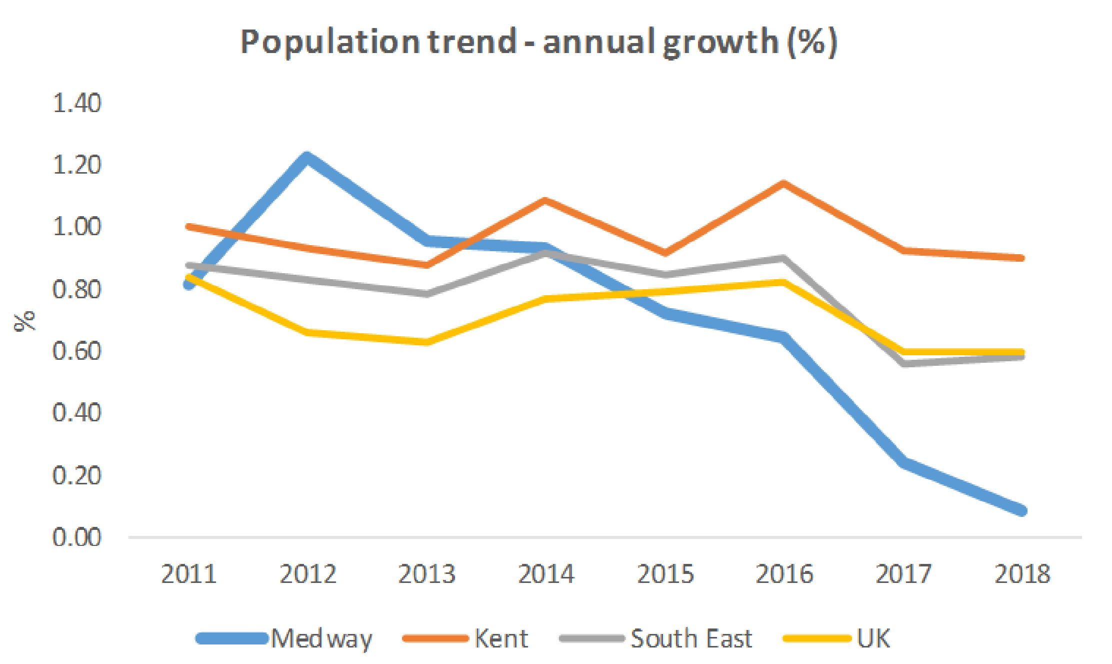
Percentage of Dismissed Appeals	
Year	Percentage Dismissed
2015-2016	75%
2016-2017	65%
2017-2018	83%
2018-2019	**65%**



Population

Mid-year estimate 2018

Medway's growth rate in 2018 was at the lowest level seen over the past fourteen years, a similar level was seen in 2004.



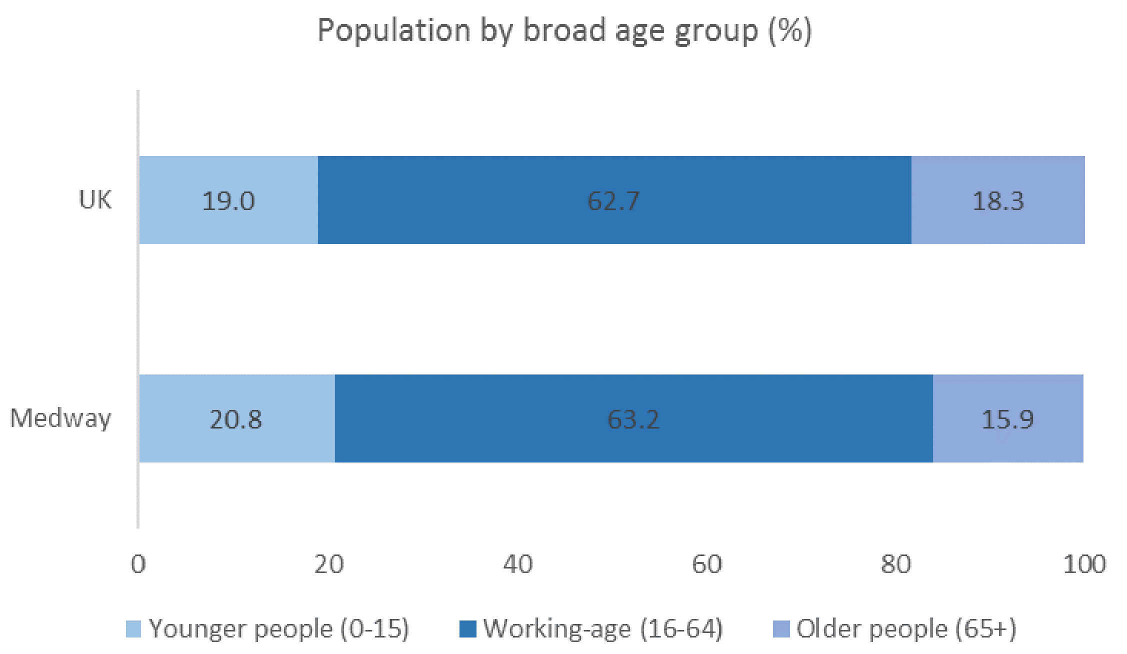
For the fifth consecutive year Medway, has a lower rate of growth than Kent, the South East and the UK. Medway's growth peaked in 2012, after the 2011 Census.

Population growth					
	Medway		Kent	South East	UK
	Population		Percent change		
2014	273,212	+0.93	+1.08	+0.92	+0.77
2015	275,176	+0.72	+0.91	+0.85	+0.79
2016	276,957	+0.65	+1.14	+0.90	+0.83
2017	277,616	+0.24	+0.92	+0.56	+0.60
2018	**277,855**	**+0.10**	**+0.90**	**+0.58**	**+0.60**

Source: Mid 2018 Population Estimates, Office for National Statistics.
Further information on Medway's population is available via this webpage:
https://www.medway.gov.uk/downloads/file/226/demography_population_2018

Population by broad age group – 2018

Medway has a younger population than nationally, with proportionally more younger people and working-age residents and fewer older people. Medway has a younger median age of population at 38.1 years against 40.1 years for the UK.



Population by broad age group – 2018

		0-15	16-64	65+
Medway	**Numbers**	**57,907**	**175,739**	**44,209**
	Percent	20.8	63.2	15.9
Kent		19.4	60.5	20.0
South East		19.2	61.5	19.3
Eng & Wales		19.1	62.5	18.3

Migration

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

In 2018, 13,587 people moved out of Medway, which exceeded the inflow of 12,392. This resulted in a net loss of 1,195 residents via migration flows within the UK.

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

However, over the last three years Medway has seen an increasing net outflow of residents moving from Medway to neighbouring areas (internal migration).

A lower level of inward flow to Medway via a drop in international migration in the past two years, resulted in a net outflow, reducing the overall growth level in Medway significantly.

Medway migration flows 2018					
Internal Migration (within UK)			**International Migration**		
To Medway	**From Medway**	**Net**	**To Medway**	**From Medway**	**Net**
+12,400	-13,600	**-1,200**	+1,400	-1,100	**+300**

Migration outflows

The main destinations for movers out of Medway in 2018 were to: Swale, Maidstone, Tonbridge & Malling, Canterbury and Gravesham.

Top 5 destinations	
Swale	1,461
Maidstone	1,265
Tonbridge & Malling	760
Canterbury	592
Gravesham	483

Migration Inflows

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

There was a significant flow of migrants from London, with 4,681 people moving to Medway from London. The largest flow to Medway were from areas of South East London.

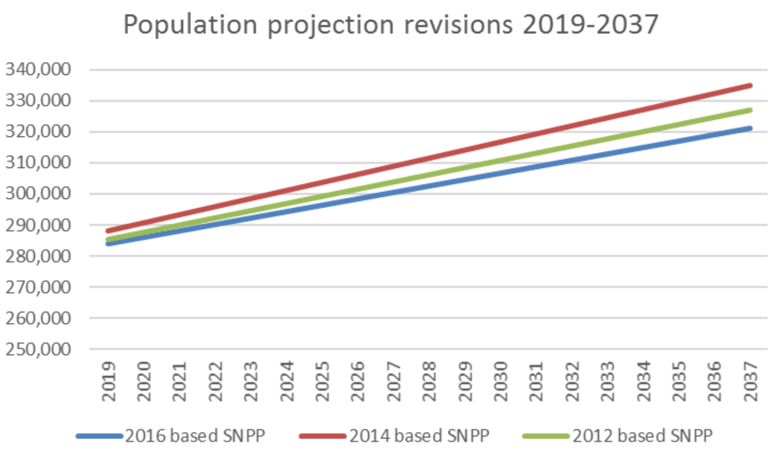
Top 5 origins	
Gravesham	925
Maidstone	734
Swale	715
Bexley	693
Dartford	521

Source: Mid-Year Estimate 2018, Office for National Statistics licensed under the Open Government Licence. © Crown copyright 2019.
https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/migrationwithintheuk

Future growth - Population projections

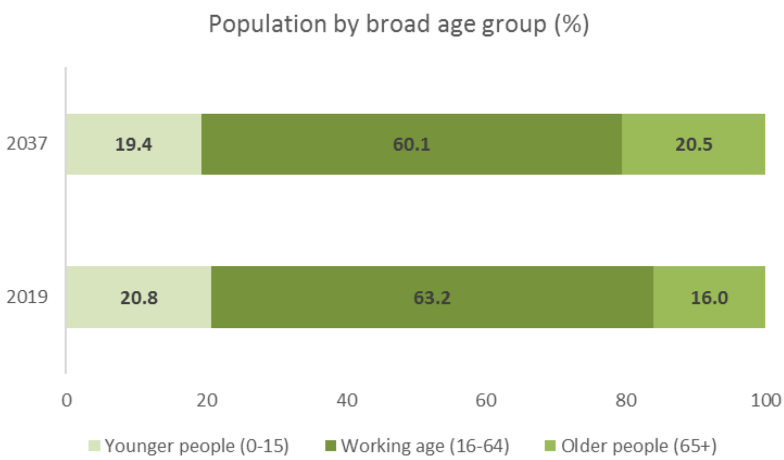
The 2016-based population projections which were published in May 2018 show a rate of population growth of 13.1%, with the population growing by 37,208 between 2019 and 2037.

The latest series predicts a level of growth considerably lower than the previous two projections, with the 2016 based series representing a level of growth 9,795 lower than the 2014 based series.



The 2016 based Subnational Population Projections (SNPP) growth rate is over twenty percent below the 2014-based growth rate and ten percent below the 2012 based SNPP growth rate.

	Population estimate		Growth	
	2019	**2037**	**Nos**	**%**
2016 based SNPP	283,929	321,137	37,208	13.1
2014 based SNPP	288,032	335,035	47,003	16.3
2012 based SNPP	285,475	326,849	41,374	14.5



The number of people aged 65 and over will increase by 45% by 2037, 0-15's increase by 6% and those of working age up by 8%.

The age profile of Medway is likely to change considerably by 2037. Just over one fifth of Medway's population will be aged 65 and over, while as a proportion the working age population and younger people will have decreased.

Source – Subnational population projections for England: 2016 based, Office for National Statistics (ONS). Further information on population projections is available at: https://www.ons.gov.uk/releases/subnationalpopulationprojectionsforengland2016basedprojections

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.

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

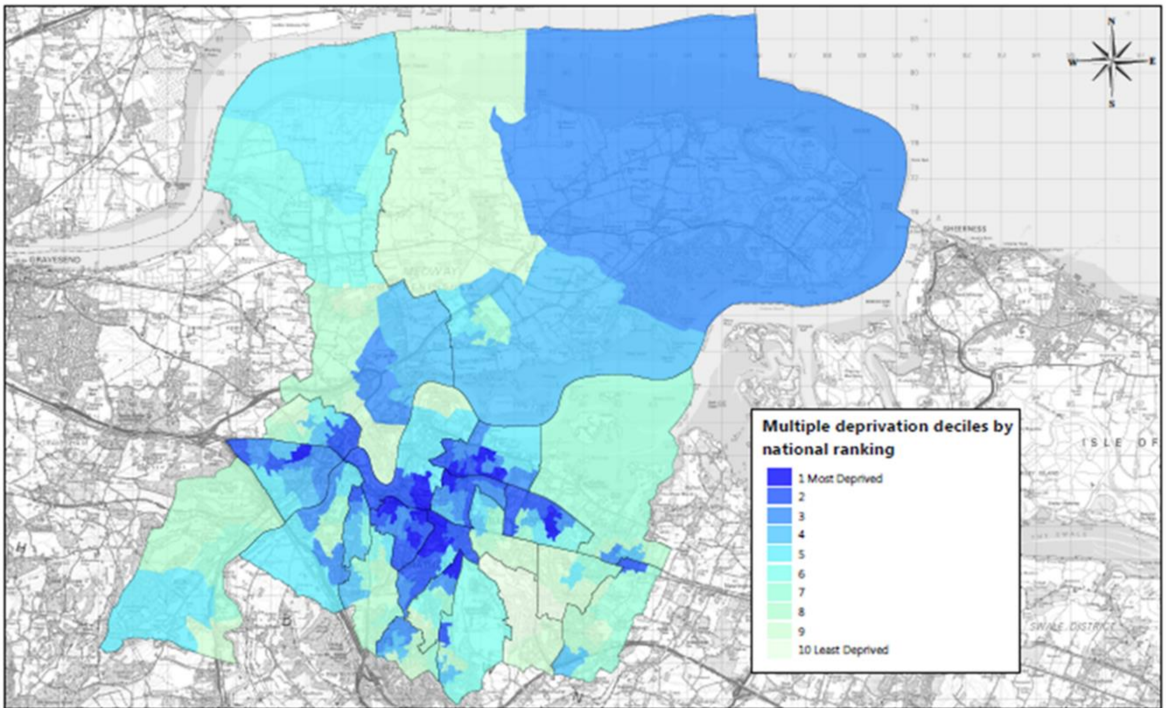
Medway is ranked in the 30% most deprived local authorities nationally in the 2019 Indices of Deprivation (IoD), in 2015 it was ranked in the 37% of most deprived local authorities nationally.

Medway is ranked 93rd most deprived local authority of 317 in England in the latest indices.

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

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

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



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

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

Housing

The preparation of the new Local Plan involves defining a housing target to address the development needs of Medway's communities up to 2037. Government has confirmed that it expects local planning authorities to use its Standard Method for calculating local housing needs.

This formula for calculating Local Housing Need indicates a need for 1,683 homes a year.

Plan period 2019 – 2037

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

In 2018/19 647 units were completed, which was below the annual requirement of 1,683.

Net additional dwellings			
	Completions	**Requirement**	**Deficit**
2019	647	1,683	-1,036

Number of new and converted dwellings on previously developed land

In 2017/18, 88% of all residential completions were on previously developed land (PDL).

In this reporting year 2018/19, 479 residential completions were on previously developed land which represents 74% of all residential completions, down on last year.

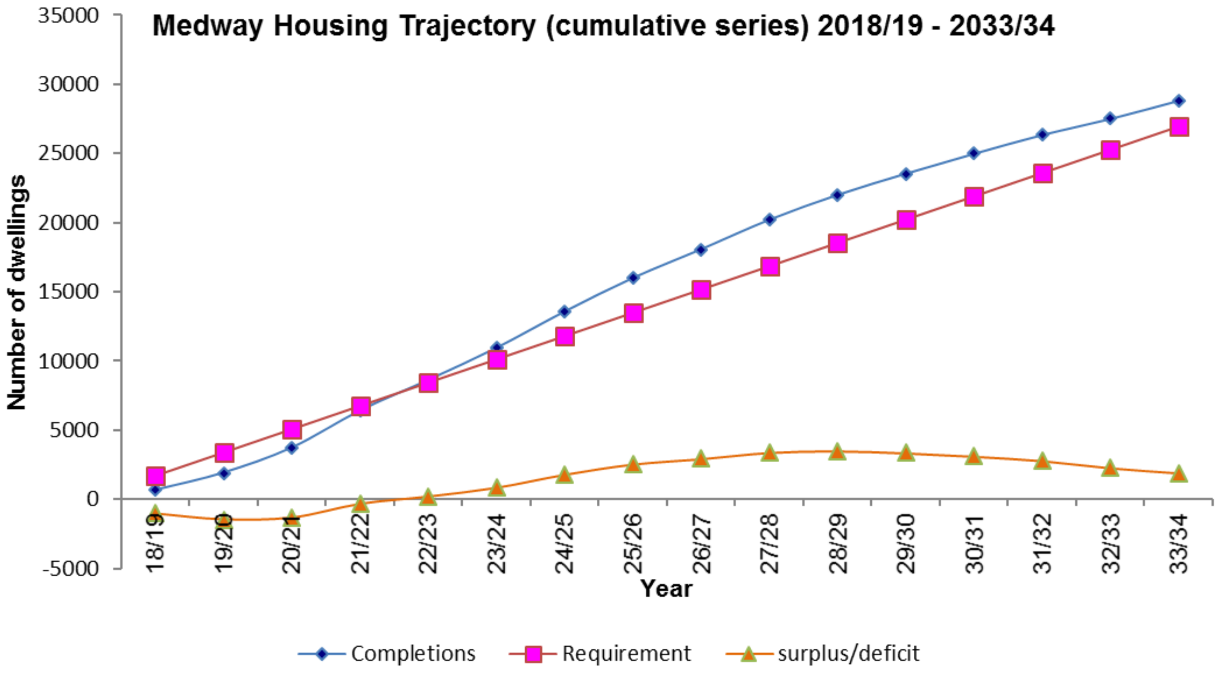
The Azure development at St Mary's Island, Chatham Maritime

Housing Trajectory 2018/19 – 2033/34

The housing trajectory shows phasing over the period 2019-2034 (15 years), including contributions from last year's completions. Phasing is made up of sites with planning consent, SLAA sites and windfalls. A detailed breakdown of the trajectory is set out in Volume 2 of the AMR. It is recommended that this is also read alongside the Strategic Land Availability Assessment December 2019 review.

Trajectory															
18-19	**19/20**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**29/30**	**30/31**	**31/32**	**32/33**	**33/34**
Comps	**Projected Annual Completions**														
647	1,259	1,810	2,683	2,213	2,322	2,631	2,429	2,076	2,140	1,795	1,533	1,440	1,361	1,163	1,310
	Projected Cumulative Completions														
	1,259	3,069	5,752	7,965	10,287	12,918	15,347	17,423	19,563	21,358	22,891	24,331	25,692	26,855	28,165
	Annual Housing Requirement														
	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683	1,683
	Cumulative housing requirement														
1,683	3,366	5,049	6,732	8,415	10,098	11.781	13.464	15.147	16.830	18.513	20.196	21.879	23.562	25.245	26.928
	Cumulative surplus/shortfall														
-1,036	-1,460	-1,333	-333	197	836	1,784	2,530	2,923	3,380	3,492	3,342	3,099	2,777	2,257	1,884

Phasing of some larger sites has been provided directly from the developer. The other sites have been based upon planning officers' estimates, using their experience of past site delivery. Current market circumstances are also taken into account. The phasing is discussed and agreed with other council officers in Planning, Housing Services and Regeneration Delivery Teams, who have greater direct involvement with sites.



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 Hoo peninsula is a rural area, within it are areas of high environmental value. The farming is relatively intense with the soft fruit production and the use of poly-tunnels. The settlements tend to be small villages and whilst these have high values, little development is expected in them.

The urban area has two parts, the lower value older housing and the higher value newer housing. Much of the existing housing stock is made up of suburban housing that is either late Victorian or post war. Whilst most is of a good size and with good amenities (gardens and parking) is not necessarily seen as being aspirational. By contrast the newer housing that is coming forward is higher value and responding to the current market.

During the last year Medway house prices have seen a levelling off. The South East however is showing a slight fall in average prices. Prices in Medway are pretty much the same as the average paid in England.

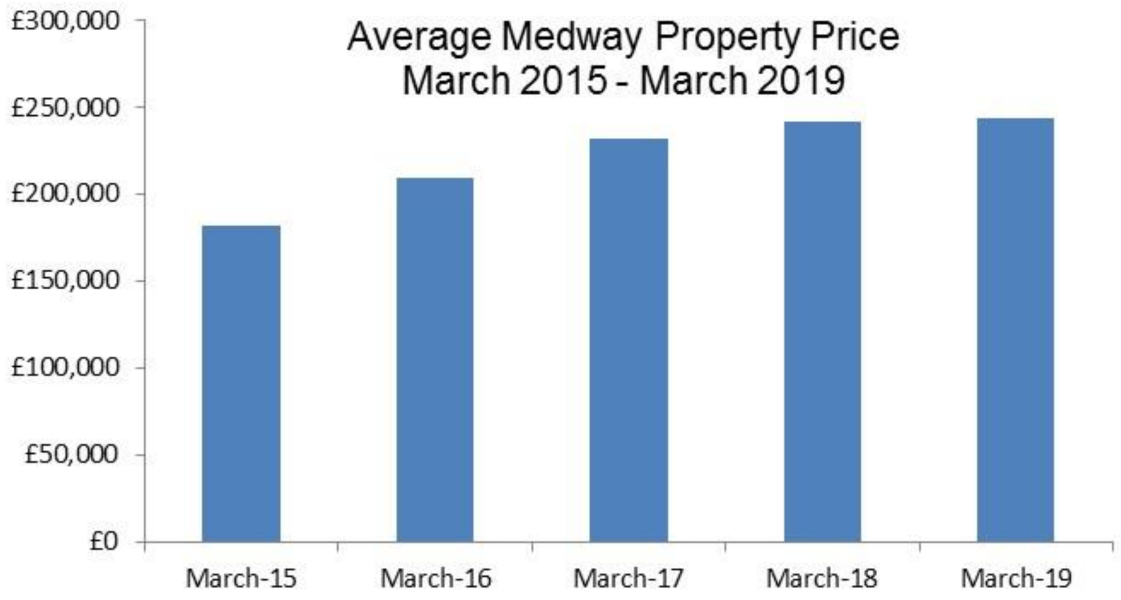
Information notes are published annually on Medway's property prices – see the following link:

https://www.medway.gov.uk/downloads/download/26/facts_and_figures

The percentage change in average prices of all properties

	March 2018	March 2019	% Difference
Medway	£242,000	£243,927	0.8
Kent	£289,553	£291,960	0.8
South East	£319,876	£318,555	-0.4
England	£240,428	£243,498	1.3

Over the last 5 years the average cost of buying a home in Medway has risen from £181,838 to £243,927 - a rise of just over 34%.



Source: Crown copyright Land Registry Property Prices 25th July 2019
https://www.gov.uk/search-house-prices

Housing affordability
House price to earnings

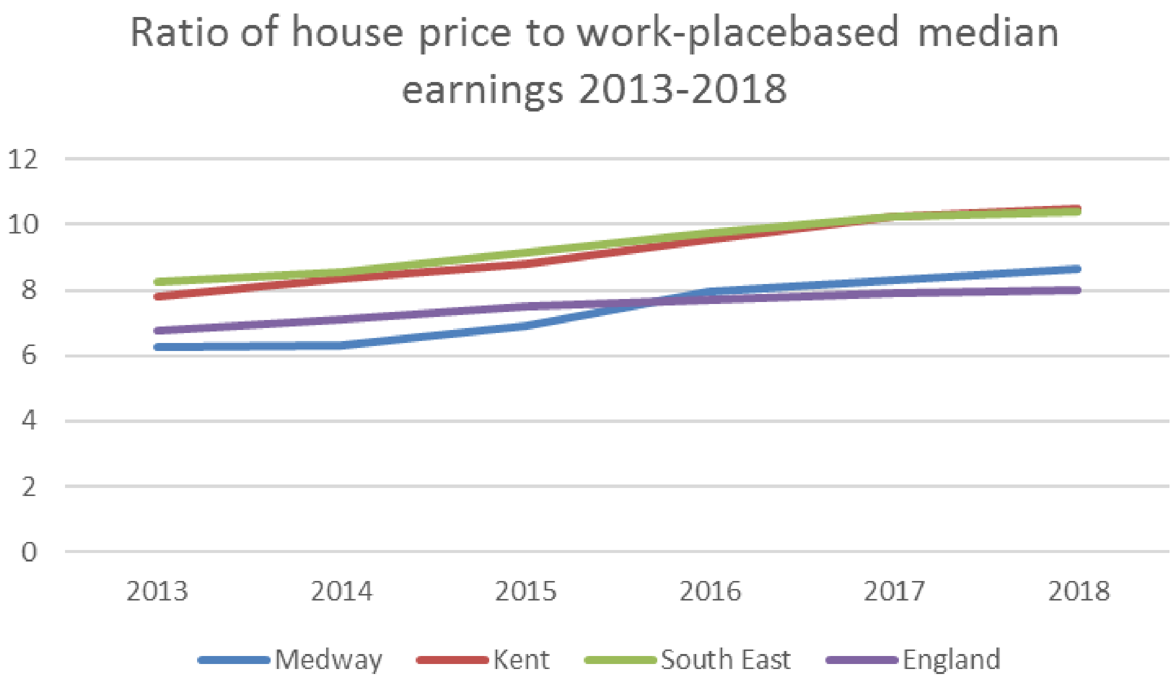
Housing affordability ratios provide an indication of the relative financial accessibility of an area's housing market to local workers. It is calculated by dividing house prices by annual earnings.

Medway's property is less affordable to local workers when compared to the national level due to Medway seeing a ratio increase almost twice the increase seen nationally.

Housing affordability over the past five years has worsened in all areas; however Medway remains more affordable than other Local Authority areas across the Medway housing market area, despite seeing a larger increase in the house price to earnings ratio in 2016.

Ratio of median house price to median earnings

	2013	2014	2015	2016	2017	**2018**	Ratio increase 2013-18	
							Nos	Percent
Medway	6.24	6.30	6.90	7.93	8.28	**8.67**	**2.43**	**38.9**
Annual change	0.51	0.06	0.60	1.03	0.35	**0.39**	-	-
Kent	7.82	8.36	8.81	9.52	10.23	**10.48**	2.66	34.0
South East	8.26	8.56	9.13	9.76	10.25	**10.38**	2.16	26.1
England	6.76	7.09	7.52	7.72	7.91	**8.00**	1.24	18.3



Medway's housing market area includes the neighbouring Local Authority areas of Gravesham, Maidstone, Swale and Tonbridge & Malling. The average affordability ratio across this wider area in 2018 was 10.1, due to relatively high affordability ratios in Maidstone and Tonbridge & Malling.

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

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 target is to seek at least 25% of homes to be affordable homes on any site meeting the Council's size thresholds.

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

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

The number of affordable completions has risen from 19% last year to 26% in 2018/19.

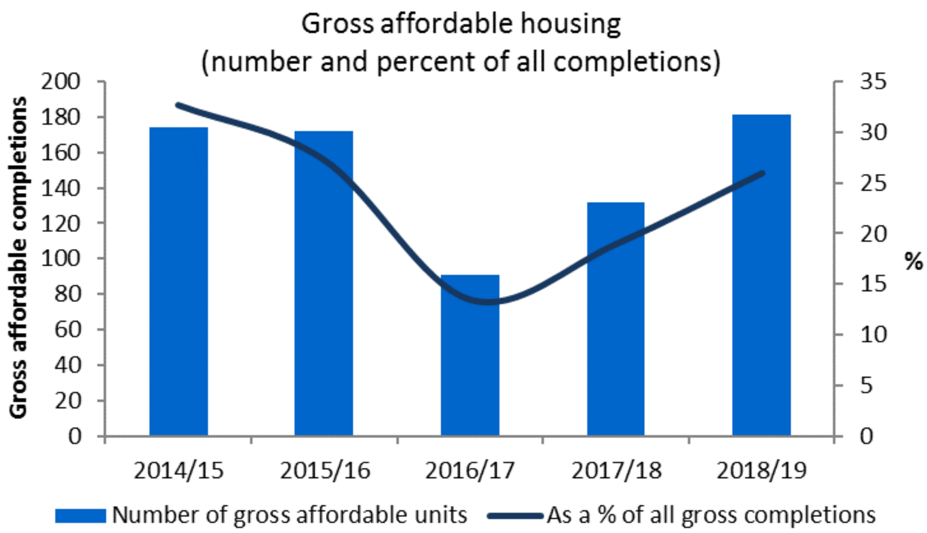
For sites built out in the year 2018/19 the breakdown of houses and flats by number of bedrooms is shown in the table below. More flats than houses were completed. The majority of new properties were for smaller households providing 1 and 2 bedrooms.

Affordable Completions (gross) by property type and number of bedrooms 2018/19

Number of bedrooms	Houses/Bungalows	Flats
One	0	56
Two	12	72
Three	35	0
Four or more	6	0
Total	**53**	**128**
Total % split	**29%**	**71%**

Gross affordable completions

	Gross affordable completions	Number of gross completions	As % of all gross completions
2014/15	174	532	33%
2015/16	172	630	27%
2016/17	91	675	13.5%
2017/18	132	695	19%
2018/19	**181**	**695**	**26%**



Residential completions by property type and size

There has been a shift to providing smaller properties with most new properties being 1 bed flats.

Specialist provision is continuing to come forward for students. Although nothing was completed during this year, there are currently 80 proposed student rooms with planning permission.

Completions (gross) on large sites by property type and number of bedrooms 2018/19

Number of bedrooms	Houses	Flats
One	4	106
Two	25	59
Three	58	2
Four or more	50	2
Total	**137**	**169**
Total % split	**45%**	**55%**

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

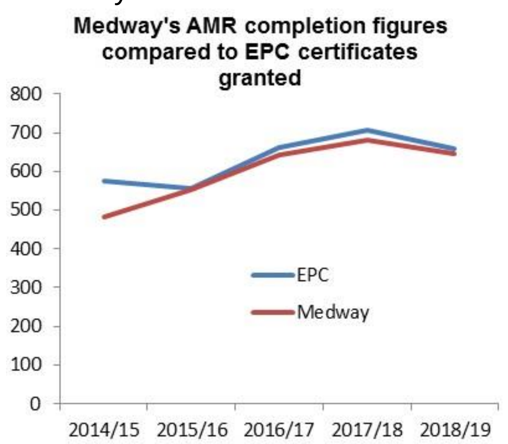
Lodgement Completions - Energy Performance Certificates (EPCs)

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

Comparing EPC lodgement completions with Medway's Annual Housing Completions

Each type of dwelling is referred to as a lodgement. The number of lodgements is different to the number of actual completions per year due to differences in the EPC requirements and definitions used when counting completions for the annual survey. For this reporting year there is a difference of only 12 dwellings, so using the EPC figures can give an early indication as to what the housing completion figures might be for each year.

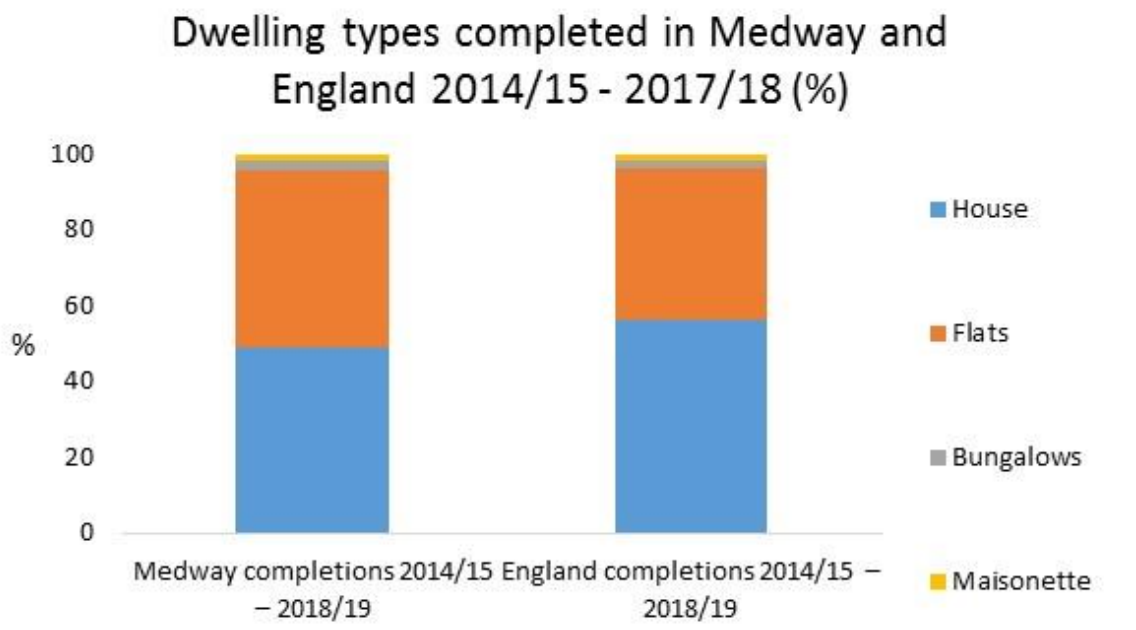
Year	Total Number of Lodgements	Annual comps	Difference
2014/15	576	483	93
2015/16	556	553	3
2016/17	661	642	19
2017/18	708	680	28
2018/19	**659**	**647**	**12**
Total	**3,160**	**3005**	**155**



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 first time since 2015 more houses than houses than flats were completed.



Since 2014/15, the average split of completions has been 49% houses, 47% flats, 3% bungalows and 2% maisonettes. Compared to national figures, this shows that there were a smaller proportion of houses completed in Medway, but a larger proportion of flats. This reflects on the regeneration achievements in Medway in recent years.

Average floor space completed 2014/15 – 2018/19		
Type of Dwelling	**Medway (sq.m)**	**England (sq.m)**
Bungalow	78	88
Flats	61	62
Houses	112	113
Maisonettes	73	87

The average floor space size for completions of dwellings in Medway is generally slightly smaller than those completed nationally in England. The biggest differences are in maisonette and bungalow sizes, although these only account for 5 percent of properties built.

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

‘Other’

Using information gained from Council Tax records, during 2018/19, fourteen houseboats moved into marinas in Medway (Port Werburgh, Port Medway Marina Cuxton and Medway Bridge), and nine moved out, leaving a net gain of five houseboats.

C2 accommodation (residential institutions) saw a net loss of 3 rooms 2018/19. However, in the next 5 years there is expected to be a net gain of around 82 rooms.

New Homes Bonus

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

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

New Homes Bonus				
2014/15	**2015/16**	**2016/17**	**2017/18**	**2018/19**
£5.4m	**£6.0m**	**£7.5m**	**£5.3m**	**£2.5m**

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

Source: https://www.gov.uk/government/publications/new-homes-bonus-final-allocations-2018-to-2019

Gypsies, Travellers and Travelling Showpeople

In 2017, the Council commissioned Opinion Research Services (ORS) to produce an updated 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

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

Summary of Gypsy, Traveller and Travelling Showpeople accommodation and pitch need 2017-2035 (PPTs 2015 definition)		
	Gypsy and Traveller Pitch Need Total (No. of pitches)	**Travelling Show people Plot Need Total (no. of plots)**
Current authorised residential provision (pitches/plots)	33	29
Residential need 2017-2035 (pitches/plots)	36	4

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

Outlined in the tables separately below is the current 5 year supply position for gypsy and travellers and then travelling showpersons. The figures quoted are as at 31st March 2018.

The new Local Plan is making provision to meet the needs for this specialist form of accommodation.

5 year land supply for Gypsy and Travellers (2019-2024)	
A. Overall target 2017-2035 from GTAA 2018	36
B. 5 year target 2017-22 from GTAA[1]	24
C. 5 year target 2022-27 from GTAA	4
D. Annual pitch requirement 2017-22 (B/5)	4.8
E. Annual pitch requirement 2022-27 (C/5)	0.8
F. Completions (1st April 2017 to 31st March 2019)	9
G. Shortfall (D*2 - F)	0.6
H. 5 year target 2019-2024 ([D*3] + [E*2] + G)	16.6
I. Total deliverable supply	1
J. Land supply in years (H/G)	0.06

5 year land supply for Travelling Showpeople (2019-2024)	
A. Overall target 2017-2035 from GTAA 2018	3
B. 5 year target 2017-22 from GTAA	0
C. 5 year target 2022-27 from GTAA	1
D. Annual pitch requirement 2017-22 (B/5)	0
E. Annual pitch requirement 2022-27 (C/5)	0.2
F. Completions (1st April 2017 to 31st March 2019)	0
G. Shortfall (D*2 - F)	0
H. 5 year target 2019-2024 ([D*3] + [E*2] + G)	0.4
I. Total deliverable supply	0
J. Land supply in years (H/G)	0

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

Net additional pitches (Gypsy and Traveller)

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

In January 2019, there were 61 caravans in Medway, of which 10 were socially rented, 32 on authorised sites with permanent/temporary permission and a further 19 on unauthorised sites without planning permission. In addition to this, there were a further 20 Travelling Showpeople caravans counted.

Gypsy Site Trend

	Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				
	Socially rented	**All Private Caravans**		**All Private Caravans**	No. of Caravans on Sites on Travellers' own land		No. of Caravans on Sites on land not owned by Travellers		**Total caravans**
	Caravans	Temporary Permission	Permanent Permission		Tolerated	Not tolerated	Tolerated	Not tolerated	
Jan 2017	**10**	17	11	**28**	3	7	0	0	**48**
Jul 2017	**10**	13	10	**23**	4	8	0	0	**45**
Jan 2018	**10**	9	15	**24**	4	8	0	0	**46**
July 2018	**10**	12	19	**31**	4	9	0	0	**54**
Jan 2019	**10**	5	27	**32**	7	12	0	0	**61**

Planning applications

Year	**Permitted**		**Refused**
	Permanent*	**Temporary**	
2016-17	0	2	0
2017-18	3	1	0
2018-19	3	0	3

*including retrospective and lawful development certificates

During the year 2018/19 there were three approvals granted for gypsy and traveller caravans/mobile dwellings;

1. Permanent permission for a pitch in Lordswood
2. Permanent permission for an existing site in Meresborough Road, Rainham
3. Permanent permission for an existing site in Matts Hill Road, Rainham

There were three application refusals at sites in High Halstow, Lower Stoke and Matts Hill Road Rainham.

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. For base period 1, there was a shortfall of 3 plots being granted planning permission for self/custom build.

Base Period	Demand (no of applicants on the Register)		Need to have enough permissions granted by	Permissions granted within 3 years of end of base period
	Individuals	Associations		
One (1/4/2016 – 30/10/2016)	14*	0	30/10/2019	11
Two (31/10/2016 – 30/10/2017)	38*	0	30/10/2020	-
Three (31/10/2017 – 30/10/2018)	13*	1	30/10/2021	-
Four (31/10/2018 – 30/10/2019) so far	14	1	30/10/2022	-
TOTAL	**79**	**2**		
	81			

* This number is different to previously reported due to some applicants later requesting to be removed from the Register

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

The council will have regard to the register when preparing the local plan, and in making decisions on planning applications. 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. much of the commercial space is 'second-hand' and not of the configuration, type and condition of new space that may come forward in the future, therefore lower rents are more likely than for new property in a convenient well accessed location with car parking and that is well suited to the modern business environment.

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

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

The new Local Plan is addressing the supply of employment land to meet the needs of businesses in Medway up to 2037.

Amount and type of completed employment floor space

2018/19 – there were significant gains this year due mainly to the completion of units at London Medway Commercial Park, Kingsnorth, including 36, 500 sq.m B8 floorspace at the new Amazon distribution warehouse (*pictured right*).

Amount and type of completed employment floor space (sq.m) – 2018/19

	B1	B2	B8	Mixed B	Total
Gross	15,185	1,936	43,612	0	60,733
Net	11,344	1,200	41,141	0	53,685

Amount of completed employment floor space (sq.m) 2014/15- 2018/19

	2014/15	2015/16	2016/17	2017/18	2018/19
Gross	13,841	37,371	12,838	11,950	**60,733**
Net	-1,858	21,685	517	-25,513	**53,685**

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

Just over 28% of employment floor space was completed on previously developed land. This is due mainly to the large scale development of warehousing at Kingsnorth, a greenfield site allocated in the 2003 Local Plan. A full breakdown between the use classes can be found on page 3 of Volume Two of the AMR.

Amount and type of employment land available

The amount of available floor space for B1/B2/B8 with planning permission (not started plus under construction) net of potential losses is **695,997 sq.m.** A full breakdown between the use classes can be found on page 3 of Volume Two of the AMR.

Amount of floor space for town centre uses

The biggest loss in D2 floorspace is the site adjacent to the town centre, the Riverside One building. This is part of the Command of the Heights project to restore the Barrier Ditch between the river and the fort *(reinterpretation of the Barrier Ditch layout at Riverside One shown right).*

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

The new Local Plan will set out strategy and policies for securing the future of Medway's town centres, including a mix of land uses. Medway 2035, our Regeneration Strategy also promotes the vitality of centres. The council has invested in Chatham and Strood over the last year to improve the public realm and to increase attractiveness of the town centres.

Floor space (sq.m) completed for town centre uses (A1/A2/B1/D2) – 2018/19

	A1		A2		B1		D2		Total	
	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Net
Town Centre	64	-739	0	-213	300	-994	212	212	576	-1,734
Rest of Medway	50	-1,626	0	-255	14,885	12,338	389	-1,221	15,324	9,236
Total	**114**	**-2,365**	**0**	**-468**	**15,185**	**11,344**	**601**	**-1,009**	**15,900**	**7,502**

Total floor space (sq.m) for town centre use 2014/15-2018/19

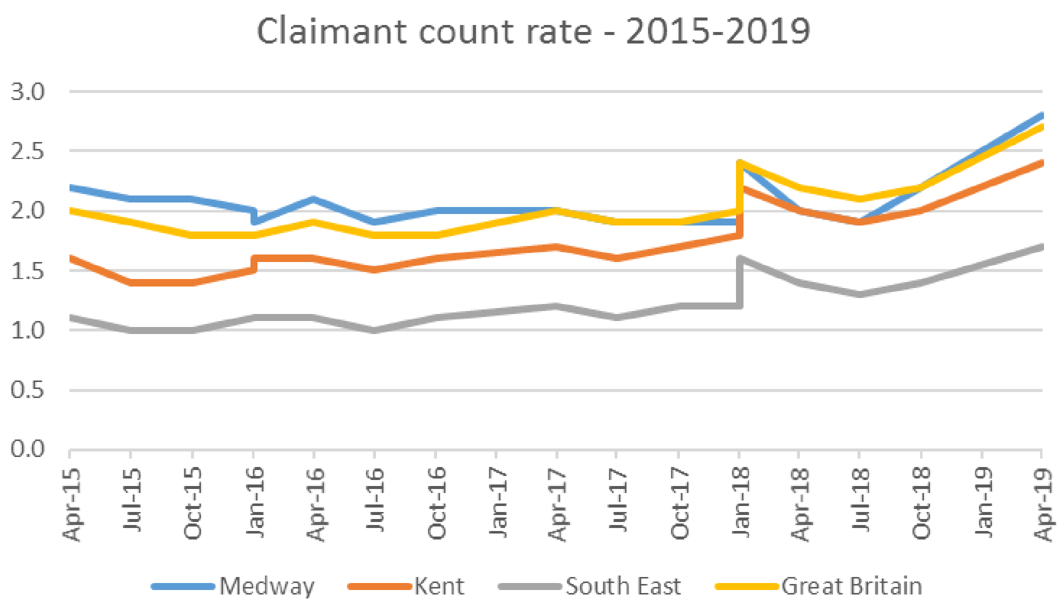
	Town Centres		Rest of Medway		Total floorspace	
Year	**Gross**	**Net**	**Gross**	**Net**	**Gross**	**Net**
2014/15	1,772	-3,118	5,353	-2,383	7,125	-5,501
2015/16	434	-3,181	12,336	-7,015	12,770	-10,196
2016/17	1,034	-430	17,584	6,665	18,618	6,235
2017/18	540	-4,579	10,542	-11,412	11,082	-15,991
2018/19	**576**	**-1,734**	**15,324**	**9,236**	**15,900**	**7,502**

Job Seekers Allowance and Universal Credit claimant rate

The claimant rate in Medway stood just above the national level in April 2019. Across all areas over 2018-2019 the claimant rate has been increasing.

In April 2019 the claimant count in Medway stood at 43% higher than in April 2018, an increase of 1,495 claimants. The corresponding trend across the wider area is:
Kent +22%, South East +28% and Great Britain +21%.

Claimant rate – 2013-2018				
	Medway	Kent	South East	Great Britain
Apr-15	2.2	1.6	1.1	2.0
Jul-15	2.1	1.4	1.0	1.9
Oct-15	2.1	1.4	1.0	1.8
Jan-16	2.0	1.5	1.1	1.8
Apr-16	2.1	1.6	1.1	1.9
Jul-16	1.9	1.5	1.0	1.8
Oct-16	2.0	1.6	1.1	1.8
Jan-16	1.9	1.6	1.1	1.8
Apr-17	2.0	1.7	1.2	2.0
Jul-17	1.9	1.6	1.1	1.9
Oct-17	1.9	1.7	1.2	1.9
Jan-18	1.9	1.8	1.2	2.0
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-18	2.4	2.2	1.6	2.4
Apr-19	2.8	2.4	1.7	2.7



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

Most of the Universal Credit claimants in the Claimant Count will be unemployed but a small number will be in work with very low earnings.

The Claimant Count estimates provide the best available estimates of the number of people claiming unemployment-related benefits in the UK.

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

Gross Value Added – productivity

In 2017 Medway's economy was worth just over £5.3bn, up on the 2016 level by 2.1% (+£109m).

Medway's productivity growth in 2017 stands below the national (3.1%) growth rate, but just above the regional (2.0%) rate.

While Medway has seen productivity growth each year since 2012, growth rates have fluctuated significantly over this period, peaking in 2015.

Gross value added - £ million					
	2013	**2014**	**2015**	**2016**	**2017#**
Medway	4,594	4,641	5,096	5,198	**5,307**
	+202	+47	+455	+102	**+109**

Gross value added – annual increase (%)					
	2013	**2014**	**2015**	**2016**	**2017#**
Medway	4.6	1.0	9.8	2.0	**2.1**
Kent	3.1	3.1	5.8	2.6	**3.4**
Kent TG*	4.2	4.3	7.1	2.0	**2.2**
South East	3.8	3.4	4.8	2.3	**2.0**
UK##	3.9	4.9	3.1	4.0	**3.1**

Gross value added (GVA) is a measure of the increase in the value of the economy due to the production of goods and services.

GVA (I) comprises compensation of employees, plus gross operating surplus, plus mixed income, plus taxes on production, less subsidies on production.

 # Provisional figures
**Kent Thames Gateway*
- United Kingdom less Extra-Regio and statistical discrepancy between the income and output measures of UK GVA.

Source: ONS. For further information on GVA follow links:

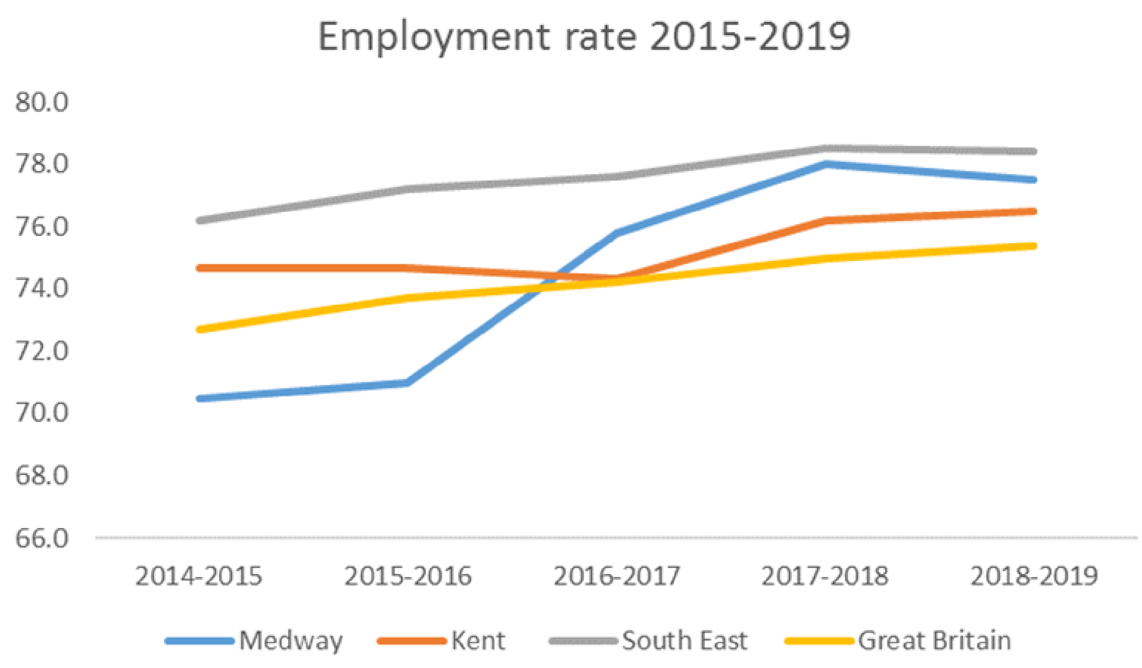
https://www.ons.gov.uk/economy/grossvalueaddedgva

Employment

In 2019 the employment rate in Medway dipped having increased in the four previous years. In 2019 it stood at 77.5%.

The Medway employment rate continues to stand above the national level of 75.4% but remains below the regional level of 78.4%.

Employment rate					
	2014/15	**2015/16**	**2016/17**	**2017/18**	**2018/19**
Medway	70.5	71.0	75.8	78.0	**77.5**
Kent	74.7	74.7	74.3	76.2	**76.5**
South East	76.2	77.2	77.6	78.5	**78.4**
Great Britain	72.7	73.7	74.2	75.0	**75.4**



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

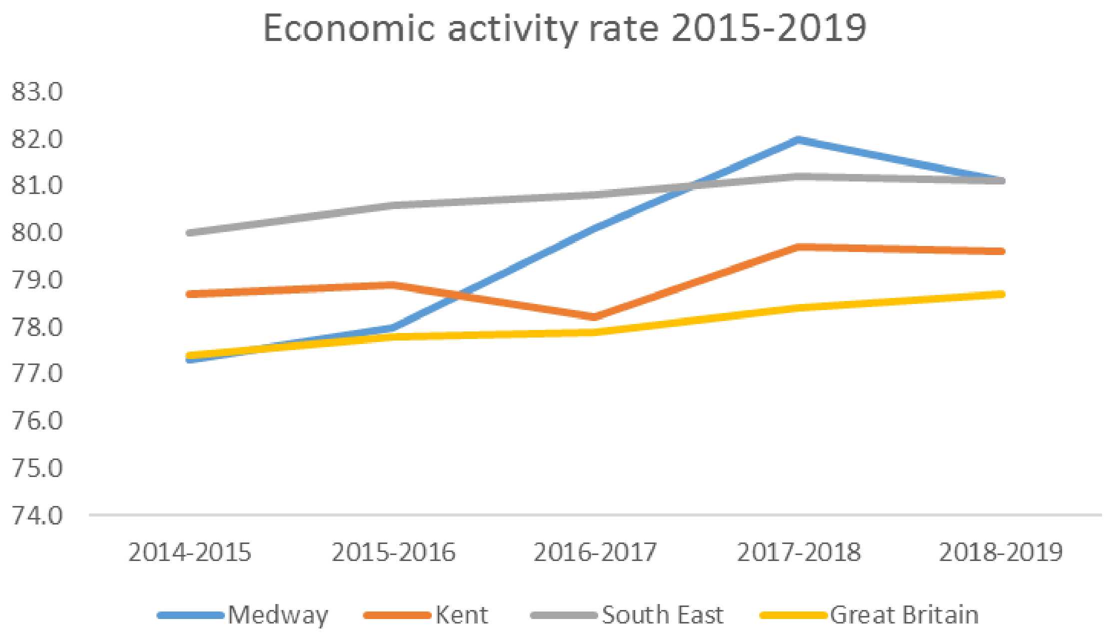
Economic activity

The economic activity level in Medway dipped in 2019 having increased in the four previous years following the same trend as the employment rate. In 2019 the economic activity rate stood at 81.1%.

The economic activity rate in Medway remains above the national rate, but having dipped in 2019 is now in line with the regional level.

Economic activity rate

	2014/15	2015/16	2016/17	2017/18	2018/19
Medway	77.3	78.0	80.1	82.0	**81.1**
Kent	78.7	78.9	78.2	79.7	**79.6**
South East	80.0	80.6	80.8	81.2	**81.1**
Great Britain	77.4	77.8	77.9	78.4	**78.7**



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

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

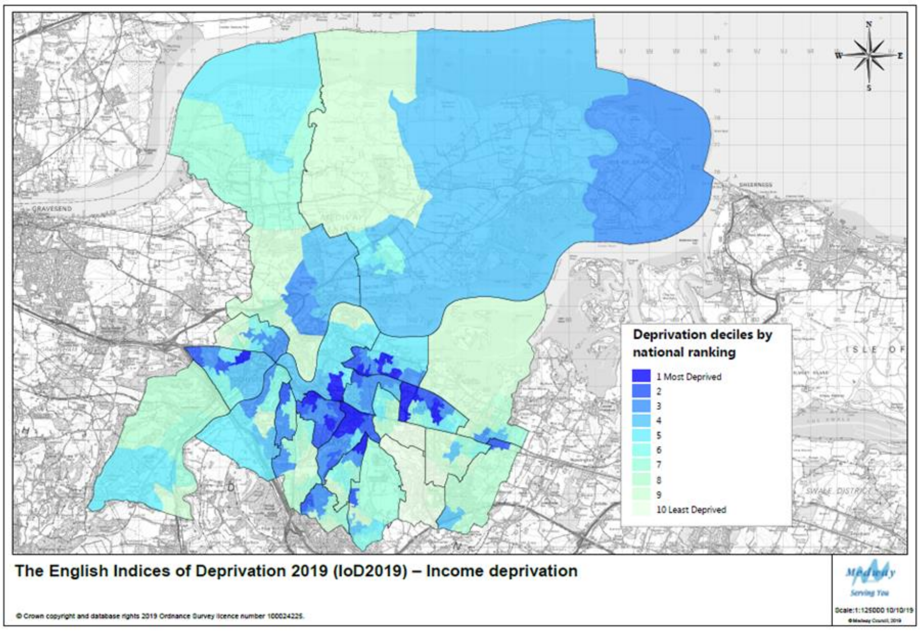
For further information on economic activity go to:

https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/uklabourmarket/august2019

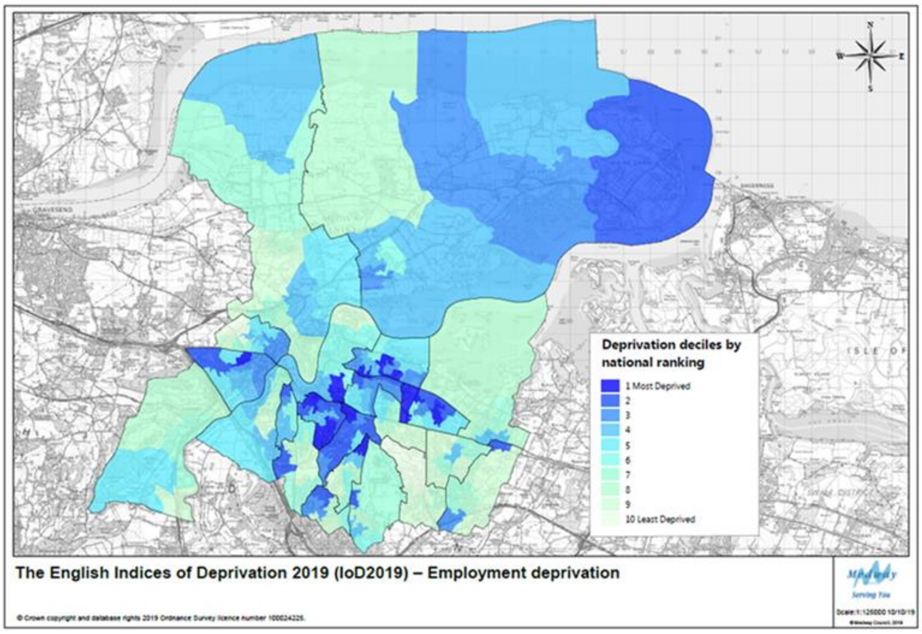
Income and employment deprivation

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

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



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%.



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

Fuel Poverty

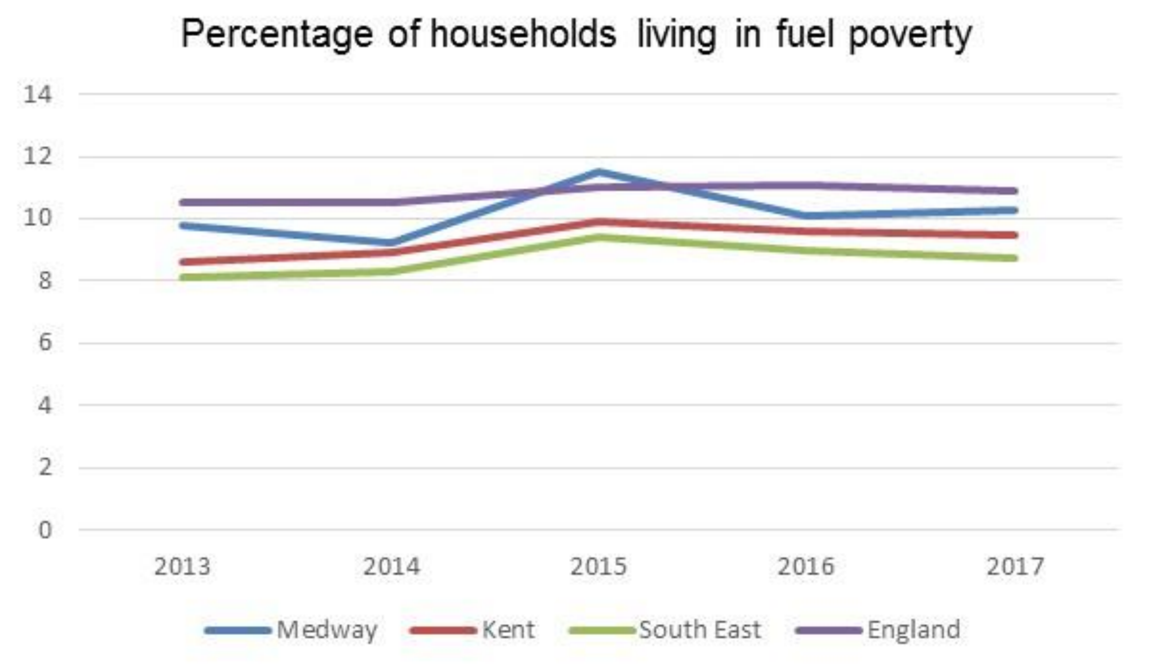
Living in fuel poverty is defined as being on a lower income and living in a home which cannot be kept warm at reasonable cost.

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 2013-2017					
	2013	**2014**	**2015**	**2016**	**2017**
Medway	9.8	9.2	11.5	10.1	10.3
Kent	8.6	8.9	9.9	9.6	9.5
South East	8.1	8.3	9.4	9.0	8.7
England	10.5	10.5	11.0	11.1	10.9

Compared with the rest of Kent, the Region and England there seems to have been a spike in Medway in 2015. It is not clear why this occurred, but levels of fuel poverty still remain higher than Kent and the South East.



Out of the thirteen Kent Authorities, three are worse than Medway. These being Thanet at 12.3 %, Canterbury 10.6% along with Folkestone and Hythe.

Source:
https://www.gov.uk/government/statistics/sub-regional-fuel-poverty-data-2019

The River Medway - Port cargo traffic

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

The docks and wharves around Medway support local businesses and provide a strategic role for the movement of goods and materials. This includes the importation of aggregates that support the construction industry. (More information on aggregates importation is available in Volume 3 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 are ranked **11th** out of the top 30 busiest UK major ports (rising 4 places from last year) – with the cargo handled representing 2.2%.

Medway Ports cargo tonnage is up on last year, but similarly all traffic in England and Wales has generally risen.

Medway Port traffic cargo – tonnage (000's)			
	2016	**2017**	**2018**
All traffic	9,170	8,694	**10,204**
Inward	8,087	7,854	**9,602**
Outward	1,084	839	**602**

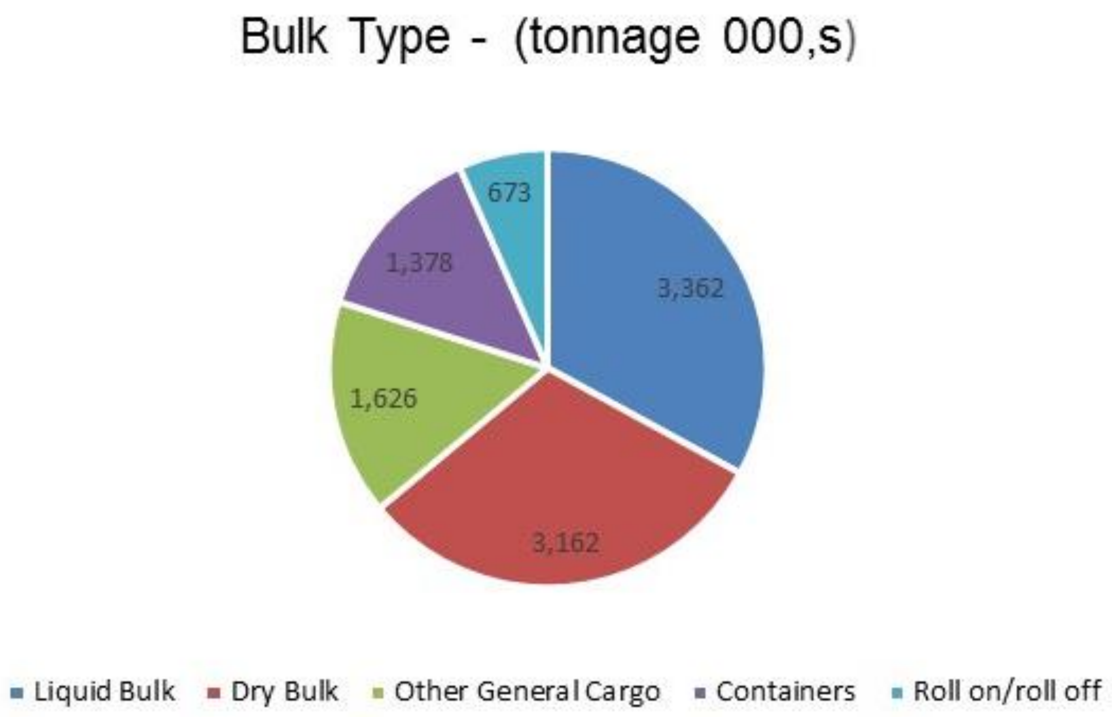
All Majors UK ports traffic cargo – tonnage (000's)			
	2016	**2017**	**2018**
All traffic	472,772	470,683	472,056

Medway Port – Ship Arrivals – cargo vessels only				
	2016	**2017**	**2017 new basis**	**2018 new basis**
Arrivals	2,834	2,179	1,797	**1,788**

From 2018 onwards, the data sources used to estimate vessel arrivals have changed. The primary source of data is now the Maritime and Coastguard Agency CERS system, though data from ferry companies, ports and shipping agents collected by DfT is also still used. As a result the 2018 figures are not directly comparable with those for earlier years.

Bulk type Medway Ports – 2018		
	Tonnage (000's)	
Liquefied gas	2,572	
Oil products	790	
LIQUID BULK TOTAL		**3,362**
Ores	120	
Agricultural Products	23	
Other dry bulk	3,022	
DRY BULK TOTAL		**3,165**
Forestry products	1,012	
Iron and steel products	332	
General cargo and containers <20'	282	
OTHER GENERAL CARGO		**1,626**
CONTAINERS TOTAL		**1,378**
ROLL ON/ROLL OFF (self-propelled) Import/export of motor vehicles TOTAL		**407**
ROLL ON/ROLL OFF (non self-propelled) TOTAL		**266**
TOTAL TRAFFIC		**10,204**

In 2018, liquid bulk was the largest cargo type handled by Medway Ports at 3,362 tonnes (liquid bulk includes liquefied gas and oil products). This was followed by dry bulk at 3,165 tonnes, which includes Ores, Coal and Biomass fuels.



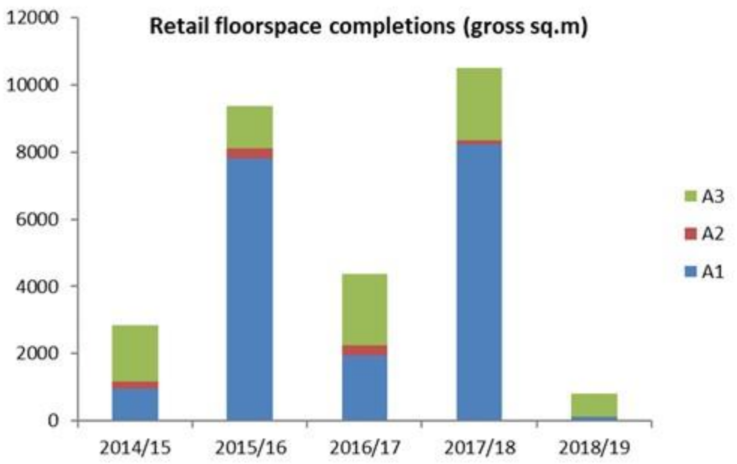
Source: DfT Port Freight Statistics
Further information available at:
https://www.gov.uk/government/statistics/port-freight-annual-statistics-2018-final-figures

Retail and Town Centres

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

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

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



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

		2014/15	2015/16	2016/17	2017/18	2018/19
A1	**TC**	259	68	227	194	**64**
	Non TC	704	7,756	1,728	8,021	**50**
	Total	963	7,824	1,955	8,215	**114**
A2	**TC**	167	245	202	70	**0**
	Non TC	31	34	103	64	**0**
	Total	198	279	305	134	**0**
A3	**TC**	644	1,141	671	419	**61**
	Non TC	1,032	123	1,434	1,728	**628**
	Total	1,676	1,264	2,105	2,147	**689**
A4	**TC**	78	373	107	60	**0**
	Non TC	254	252	119	331	**78**
	Total	332	525	226	391	**78**
A5	**TC**	147	0	36	47	**115**
	Non TC	174	234	67	58	**280**
	Total	321	234	103	105	**395**
A1-A5	**TC**	1,295	1,727	1,243	790	**240**
	Non TC	2,195	8,399	3,451	10,202	**1,036**
	Total	3,390	10,126	4,694	10,992	**1,276**

Net completions in town centres

There were some increases seen in new retail floor space provision in the town centres, however overall there were net losses in A1, A2, A4 and D1 uses. Whilst a few changes are due to premises swapping to other town centre uses, the most frequent losses have been to residential use. Some of these changes have been facilitated through the government's revisions to Permitted Development Rights that allow for a greater range of buildings to be converted to housing under the Prior Approval route.

Town centre development – 2018/19

Use	Losses (sq.m)	Gains (sq.m)	Net change (sq.m)	Development in town and non town centres Gross (sq.m)	Proportion of gains in town centres (gross) out of total
A1	-803	64	-739	114	56%
A2	-213	0	-213	0	0
A3	-50	61	11	689	9%
A4	-176	0	-176	78	0
A5	0	115	115	395	29%
D1	-555	299	-256	3,562	8%
D2	0	212	212	601	35%
Total	**-1797**	**751**	**-1,046**	**5,439**	**14%**

Within Medway the net loss of drinking establishments/public houses continued last year in 2017/18, with the loss of 12 establishments, with all but one of these being lost to residential use. A year later in 2018/19 a further five pubs have gone, of which only one now remains in retail use.

Overall Town Centres have seen a loss in floorspace, which is also evident on the ground. Much of this lost floorspace is now in residential use.

A gain of 63sq.m D1 floorspace was gained in Gillingham Town Centre when a two storey glazed extension was completed at Gillingham Baptist Church, Green Street *(pictured right).*

Non Town Centre Activity

During the year most of the non-Town Centre activity for A class uses was for the change of use of premises to restaurants (including cafes).

In the D1 class the Medway Hospital completed an extension and three premises provided facilities for pre-school children.

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:

- make the best use of our valued open and green spaces
- identify 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.
- develop new partnerships and secure funding to make improvements in the future
- encourage more community involvement
- celebrate our open and green spaces

The current projects include:

- development of play areas
- HLF Command of the Heights project at Fort Amherst and Chatham Waterfront
- Talking Telescopes Project
- Green Flag Awards

Command of the Heights

Command of the Heights is a joint project between Medway Council and Fort Amherst Heritage Trust and has been funded by The Heritage Lottery Fund. The project will transform areas of historic value including the Barrier Ditch in Chatham, a critical part of Chatham's defences. This will also transform Spur Battery which was once used for troop encampments, siege warfare training and military punishment.

This project will involve:

- the demolition of Riverside One which sits in the historic Barrier Ditch in Chatham to restore the relationship to the river and the dockyard that the fort was built to protect
- the creation of a new pedestrian entrance to Fort Amherst from Chatham town centre via Barrier Road

the restoration of Spur Battery transforming Spur Battery into an amphitheatre with seating for outdoor performances

Project progress

The work started within Fort Amherst on 1 October 2018 and is progressing well. Completion is due in time for the launch in September 2019.

- On 2 January 2019 works began at Chatham Waterfront.

www.medway.gov.uk/commandoftheheights

Talking Telescopes Project

This is a joint project between students and staff at Medway Council and Mid Kent College. The Young Roots fund was awarded £49,500 in funding from Heritage Lottery in 2017. The project aims to capture, preserve and share people's memories of The Strand and surrounding landmarks, especially from the 1950s and 1960s. The project will:

- involve recording and adding audio to telescopes placed in The Strand where visitors and residents can view landmarks and learn more about them through audio
- empower and give the young people driving the project the chance to get practical work experience in a professional setting
- support the development of the Friends of The Strand group

The project is due to be completed and available to visitors in 2019.

https://talkingtelescopes.co.uk/

Queen Elizabeth Fields BMX Pump Track

Queen Elizabeth Fields Pump Track located in Queen Elizabeth Fields, Gillingham opened on 10 November 2018 and was designed and built by pump track specialists Velosolutions. The pump track was created to be enjoyed by all abilities from beginners to elite riders on all bikes with an 80m beginners track and a 160m main track.

https://www.moredirt.com/trail/United-Kingdom_South-East--London/Queen-Elizabeth-Fields-Pump-Track/1730

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 in July during 'Love Parks' week.

In 2018 seven sites received the Green Flag award.

Green flag sites – year awarded		
July 2014	**7**	Over the years the sites have included: The Vines, Riverside Country Park, Hillyfields, Capstone Farm Country Park, Broomhill Park, Great Lines Heritage Park and Gillingham Park
July 2015	**7**	
July 2016	**6**	
July 2017	**7**	
July 2018	**7**	

Broomhill Park, Strood

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/

Air Quality

Medway has declared four Air Quality Management Areas (Central Medway AQMA, High Street Rainham AQMA, Pier Road Gillingham AQMA and Four Elms Hill Chattenden AQMA), all for exceedances of the annual mean nitrogen dioxide objective. Medway Council has developed an Air Quality Action Plan (AQAP) (Medway Council, 2015), which includes measures to improve air quality in Medway. In January 2018, Medway Council developed the Air Quality Communications Strategy; this plan details a series of recommended communications activities and is designed to support the Medway AQAP.

Many challenges still lie ahead for Medway Council in terms of making a positive contribution to improving air quality. Whilst a weak trend of decreasing measured concentrations of nitrogen dioxide is apparent at most sites from 2011 to 2018, monitoring results for 2018 demonstrate that air quality within Medway continues to exceed the annual mean nitrogen dioxide objective at some locations adjacent to roads covered by the Central Medway AQMA, while no exceedances have been recorded at the other three AQMAs (when distance-corrected to represent relevant exposure). Measured pollutant concentrations remain below the national objectives at all monitoring sites location outside the declared AQMAs, and numerous sites within them. No changes to the number and/or extent of the AQMAs are recommended.[1]
Road transport is the dominant source of pollution within Medway's AQMAs, and reducing road traffic emissions is, therefore, the key air quality priority. 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.

Medway Council's priorities for the coming year are to continue with the work on the measures outlined in the AQAP.[2]

Other priorities which Medway Council delivered on in 2018 were; a logo refresh, to launch the Air Quality Communications Strategy (AQCS), Clean Air Day, Community Engagement within an AQMA, and Green School Awards (KM Charity).

Additionally, the Council are currently developing an Air Quality Action Plan (AQAP) for the Four Elms Hill AQMA. The publishing of the AQAP has been delayed with the approval of Defra, to allow the Plan to be released in conjunction with the draft Medway Local Plan, using the air quality outputs from the Strategic Transport Assessment. A statutory consultation on the draft AQAP will follow this technical work.

The latest Air Quality Annual Status Report (ASR), for 2019, is to be released in due course.

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

[1] at time of writing
[2] 2015

Ultra Low Emission Vehicle Licensing

The Department for Transport publish 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 2014/15 compared with Kent, South East and the UK. In the past 5 years the number of ULEVs licensed in Medway has increased by over 608%, which is a faster pace than Kent and the UK, but slower than the South East.

Number of ULEVs licenced						
	2014/15	**2015/16**	**2016/17**	**2017/18**	**2018/19**	**% increase since 2014/15**
Medway	**254**	**475**	**813**	**1,273**	**1,799**	**608.3%**
Kent	1,872	3,843	6,210	9,244	12,980	593.4%
South East	20,204	40,239	72,491	107,990	157,522	679.6%
UK	116,531	219,931	368,015	552,218	770,813	561.5%

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 16 entries on the Heritage at Risk register; including 8 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 reduced through work with the owners to undertake repairs and improvements. Other sites, such as Fort Amherst have recently benefitted from Heritage Lottery Funding to help undertake a number of improvements and essential repairs.

The National List of Buildings of Special Architectural or Historic Importance

The most recent national data available from Historic England indicates that Medway has 724 entries in the national list of buildings of special architectural or historic importance. These can be broken down as follows:

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

2018 saw one new entry to the National List, the Grade II Listed figurehead from HMS Arethusa at Upnor.

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

Health and Communities

Life expectancy

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

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

The latest information available at Local Authority level covers the period 2015-2017. In Medway for this period, life expectancy has risen marginally. It is however consistently lower than the average age for England.

Medway life expectancy Years					
	2011-13	**2012-14**	**2013-15**	**2013-17**	**2015-17**
Male	78.8	78.7	78.4	78.5	78.8
Female	83.1	82.2	82.0	82.2	82.5

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

England life expectancy Years					
	2011-13	**2012-14**	**2013-15**	**2013-17**	**2015-17**
Male	79.4	79.5	79.5	79.5	79.6
Female	83.1	83.2	83.1	83.1	83.1

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

Ward Data

The 2018 data shows that within Medway life expectancy for men and women has risen. There is however great variation in life expectancy at ward level – central parts of Medway around the town centres record the lowest life expectancy – most notably for men living in Chatham Central and River. For women the lowest life expectancies are for those living in Chatham Central and Watling.

Average life expectancy to 2018 – wards		
	Male	**Female**
Chatham Central	76.0	79.6
Cuxton and Halling	84.0	86.2
Gillingham North	76.3	80.5
Gillingham South	76.6	80.6
Hempstead and Wigmore	84.7	84.7
Lordswood and Capstone	83.9	85.2
Luton and Wayfield	76.3	81.4
Peninsula	78.5	82.5
Princes Park	79.7	82.4
Rainham Central	82.5	87.2
Rainham North	80.2	85.1
Rainham South	80.0	83.4
River	75.6	83.5
Rochester East	77.5	83.3
Rochester South and Horsted	79.3	81.3
Rochester West	79.0	82.6
Strood North	79.1	82.1
Strood Rural	80.0	83.4
Strood South	77.7	83.4
Twydall	79.2	82.4
Walderslade	80.1	84.9
Watling	77.5	79.0
Medway	**78.9**	**82.6**

Source: Medway life expectancy Public Health Profile 2018, – Public Health England © Crown Copyright.
Life expectancy at ward level supplied by the Public Health Team
See glossary for 'life expectancy' definition.

Mortality

The death rate in Medway as measured by the standardised mortality ratio stands above the national level. The death rate in Medway also remains higher than the South East and Kent.

In England and Wales deaths due to dementia and Alzheimer disease continued to increase. In 2018 it is the leading cause of all deaths accounting for 12.8%.

Standardised mortality ratio					
	2014	**2015**	**2016**	**2017**	**2018**
Medway	112	111	103	104	**110**
Kent	97	97	98	97	**99**
South East	93	92	92	93	**91**
Eng/Wales	100	100	100	100	**100**

Medway - Standardised mortality ratio by gender					
	2014	**2015**	**2016**	**2017**	**2018**
Male	109	112	108	100	**110**
Female	116	110	99	109	**110**

Source: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/deathsregistrationsummarytables/2018
For more detailed information on health in Medway go to:
http://www.medwayjsna.info/

Hot food takeaway guidance

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

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

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

Obesity and poor diet can lead to serious health issues for our local population. 69.2% of adults in Medway are overweight or obese, compared to an England average of 62% (and a South East average of 60.3%). The rates of overweight children in both reception (23.4%) and year 6 (34%) are higher than the South East averages (20.6% and 30.8%, respectively). Medway Council has set out ambitions to improve the health and associated life chances of local people.

Percentage classified as overweight or obese						
				%		
		2013/14	**2014/15**	**2015/16**	**2016/17**	**2017/18**
Reception (age 4/5)	Medway	22.1	21.6	21.8	22.6	**23.4**
	South East	20.5	20.3	20.9	21.4	**20.6**
	England	22.2	21.9	22.1	22.6	**22.4**
Year 6 (age 10/11)	Medway	32.6	34.0	33.8	35.5	**34.0**
	South East	30.3	30.1	30.8	30.6	**30.8**
	England	33.5	33.2	34.2	34.2	**34.3**
Adult 18+	Medway	*	*	67.8	64.6	**69.2**
	South East	*	*	59.7	59.7	**60.3**
	England	*	*	61.3	61.3	**62.0**

*data not available

Source: https://fingertips.phe.org.uk/profile/public-health-outcomes-framework

Section C Health improvement, Tables CO9a Reception: Prevalence of overweight (including obesity), CO9b Year 6: Prevalence of overweight (including obesity) and C16 Percentage of adults (ages 18+) classified as overweight or obese

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 seven applications during 2018/19.

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

The following table shows the number of applications relating to hot food takeaways that were received during the year (7 applications):

Application theme - 2014/16 - 2018/19					
	New takeaway	**Change of use**	**To extend hours**	**Other**	**Total number of applications**
2014-16	3 (27%)	5 (46%)	2 (18%)	1 (9%)	11
2016-17	0	8 (89%)	1 (11%)	0	9
2017-18	0	13 (81%)	3 (19%)	0	16
2018-19	**1 (14%)**	**4 (57%)**	**2 (28%)**	**0**	**7**

Application outcome - 2014/16 - 2017/18				
	Approved	**Approved with conditions**	**Refused**	**Total number of applications**
2014-16	3 (27%)	5 (45%)	3 (27%)	11
2016-17	2 (33%)	1 (17%)	3 (50%)	6
2017-18	10 (71%)	1 (7%)	3 (21%)	14
2018-19	**0**	**2 (28%)**	**5 (71%)**	**7**

A Better Medway

This supports the local population to live a healthier lifestyle.

Current programmes include:

- Walking - walking is free, fun and good for the mind and body - it's also a great way to socialise.
- Cycling - joining a cycling group is a great way to get into the sport and socialise with fellow cyclists.
- Healthy Way - healthy way is a free programme that supports residents to adopt a healthier lifestyle through diet, stress management and behaviour change
- Healthy Mind – supporting mental health
- 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 2017-18 click on the link below:

http://www.medwayjsna.info/downloads/Annual%20Public%20Health%20Report%202017-18%20summary%20presentation.pdf

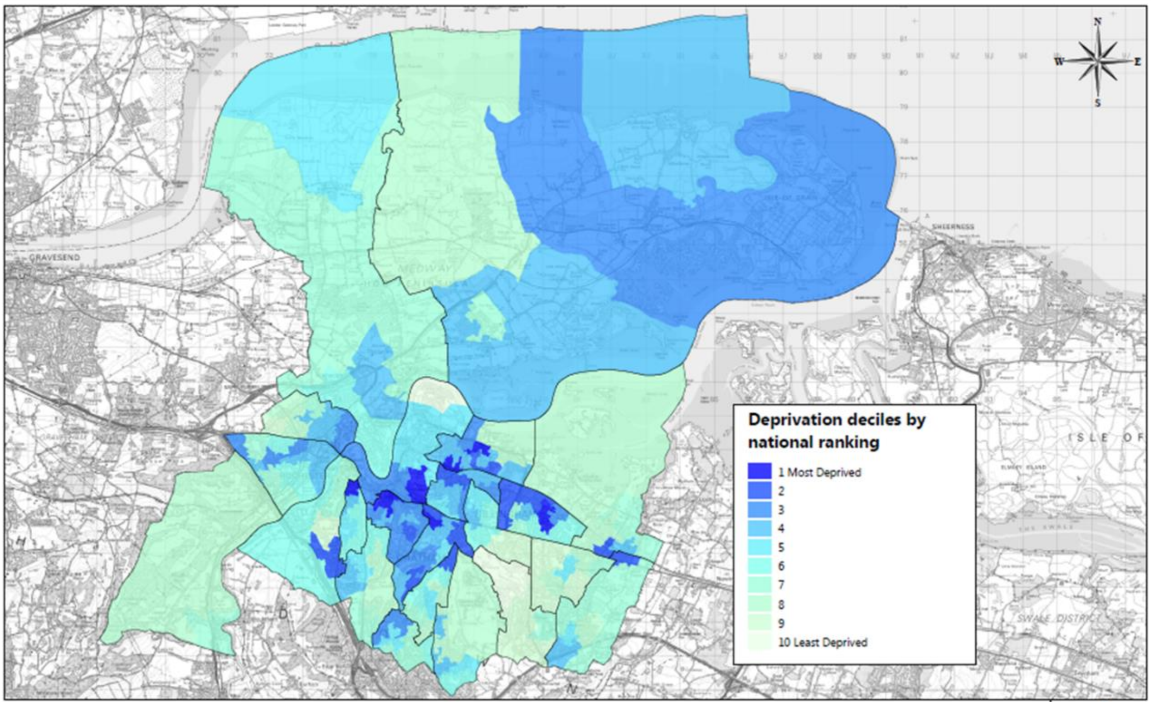
Health Deprivation

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

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

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

There has been a relative worsening in health deprivation, with Medway seeing an extra four areas in the most deprived 10% nationally and an extra eight areas in the most deprived 20% nationally. While the most severely affected areas for health deprivation are spread across a number of wards in Gillingham, Chatham and Rochester, Gillingham North stands out as having two areas in the most deprived 10% for health, while River stands out as having the most deprived area for health in Medway. Medway's most deprived area – located in River Ward[2] 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

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Scale:1:125000 10/10/19

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

2 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.

Average attainment score 8 per pupil		
	2017	**2018**
Medway	45.7	46.5
England	44.6	44.5

Source:
https://www.compare-school-performance.service.gov.uk/schools-by-type?step=default&table=schools&region=887&la-name=medway&geographic=la&for=secondary&basedon=Attainment%208&show=All%20pupils

Planning Applications

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:

- St James C/E Voluntary Aided Primary School High Street Isle Of Grain
- Rainham Mark Grammar School Pump Lane Rainham, Gillingham
- Land To The West Of The Hundred Of Hoo Academy Main Road Hoo and
- Halling Primary School Howlsmere Close Halling.

Application Number	Address	Works/Description
MC/18/0957	Sir Joseph Williamsons Mathematical School Maidstone Road Rochester	Construction of a single storey extension to main hall and provision of additional changing rooms |
MC/17/1949	Chatham Grammar School for Boys, Holcombe 103 Maidstone Road, Chatham	Refurbishment of derelict tennis courts into a 3G Artificial Turf Pitch (ATP) with new fencing, floodlighting, associated access pathways and storage container.
MC/18/1468	Abbey Court School Cliffe Road Strood	Proposed development of existing school field into a rural activities centre consisting of a new vehicular access road, fenced paddocks, hub with stables, barn, feed-barn, a horticultural area consisting of a polytunnel and planter beds, and a classroom building with classroom and ancillary accommodation.
MC/18/1316	Burnt Oak Primary School Richmond Road Gillingham	Installation of a mini pitch with associated hardstanding; perimeter ball stop barrier and fencing; and two floodlights and construction of prefabricated toilet unit.
MC/18/1525	Sir Joseph Williamsons Mathematical School Maidstone Road Rochester	Construction of a two storey mathematics building (demolition of existing modular building), extensions to hard play area, addition of shade sails by main hall and provision of 10 additional parking spaces
MC/18/1772	Walderslade Girls School Bradfields Avenue Wayfield Chatham	Construction of a detached building to form sports hall together with creation of one tennis/netball court, installation of 4 high fencing and realignment of existing car parking area incorporating the creation of 5 new spaces - removal of temporary dance studio and mobile classrooms
MC/18/3469	St Benedicts RC Primary School Lambourn Way Lordswood Chatham	Replacement of 21 windows and a door within front, rear and side (northern) elevations.
MC/18/2826	St Augustine Of Canterbury Catholic Primary School Deanwood Drive Parkwood Gillingham	Construction of a two storey front; single storey side; single storey rear and light well infill extensions
MC/18/3646	Inspire Free School Churchill Avenue Wayfield Chatham	Retrospective application for the construction of a 3m high fence together with three vehicle gates, two pedestrian gates, external ramp with steps and an area of hard-standing

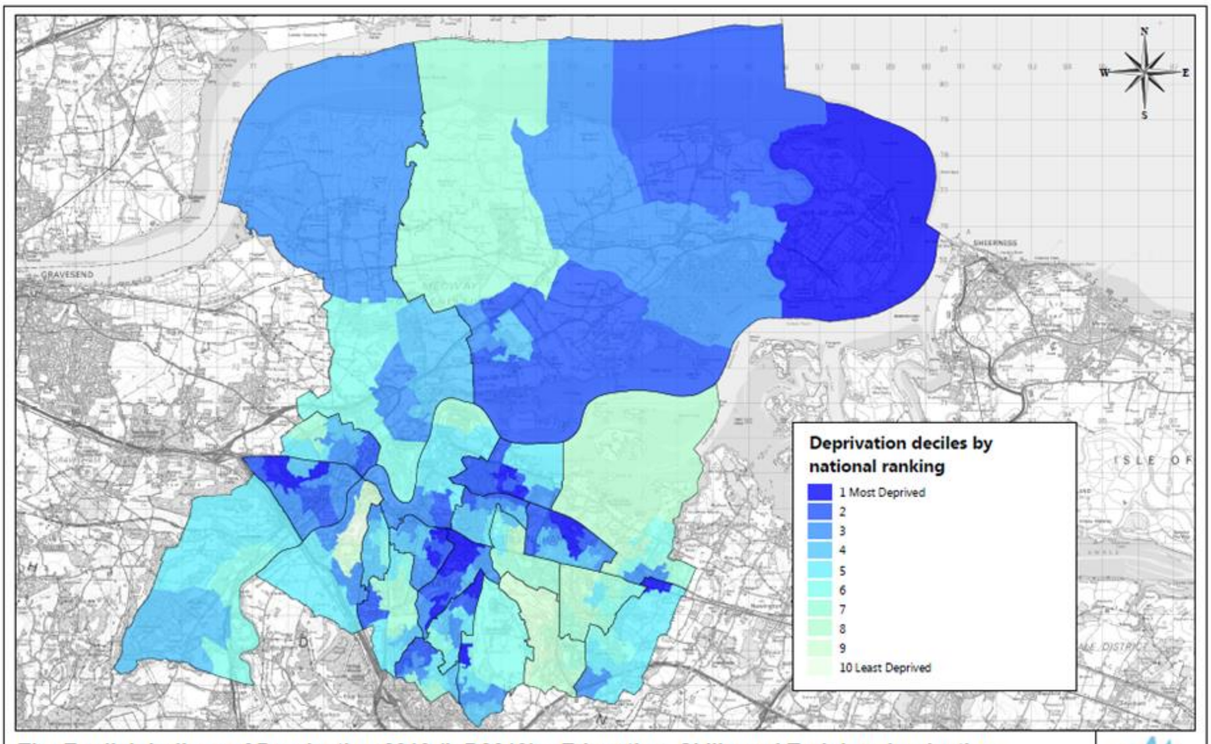
Education, Skills and Training Deprivation

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

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

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

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



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

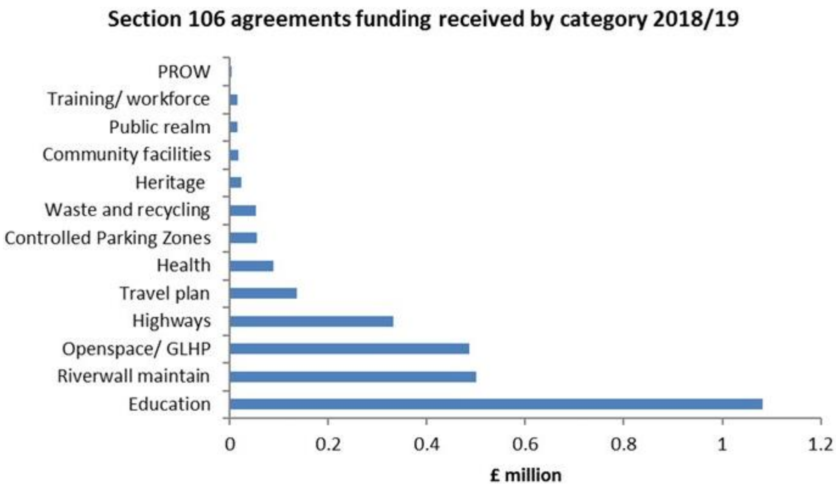
More information on the IoD can be found in the Population, Economy & Employment and Health & Communities sections of this report.

Infrastructure

Developer Contributions

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

In 2018/19 funding received through Section 106 agreements amounted to £2,148,736.96. Education received the highest amount with £890,308.92 (41.43% of the total contribution). Contributions of over 13% of this funding went equally towards open space/sport public realm schemes.



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

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

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

Habitat Regulations Assessment requirements

A further unilateral undertaking of £239.61 per dwelling was required in 2018/19 for any housing development within 6km of a protected site (Special Protection Areas/RAMSAR sites), in relation to the recreational disturbance that could be caused to the bird population resulting from an increased population.

For the period 1st April 2018 to 31 March 2019 a total of £283,977.05 was received. This is funding a strategic package of environmental management and mitigation measures across the protected habitats of north Kent's estuaries and marshes. For more information, please see:

Bird Wise https://birdwise.org.uk

The latest Medway Guide to Developer Contributions and Obligations was adopted by Cabinet in May 2018. For more information, please see:

https://www.medway.gov.uk/info/200147/applying_for_planning_permission/127/developer_applications/4

Transport

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

Local Transport Plan

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

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

Local Enterprise Partnership Funding

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

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

Medway City Estate connectivity improvement measures
This project will deliver an integrated package of infrastructure measures aimed at addressing the existing barriers to movement to, from and within the Medway City Estate. Interventions already successfully implemented under Phase 1 of the project include the provision of new traffic signals on the westbound entrance to Medway Tunnel. The traffic signals are operational and testing has identified the most effective manual operation of the signals to offer the most benefit to users of Medway City Estate while minimising disruption to the remainder of the road network.
Consultation was carried out with businesses and employees on the Estate to inform the development of Phase 2 of the project. A number of potential options to ease congestion have been considered including a dedicated exit slip road from Medway City Estate to the A289. Detailed design and traffic modelling of this intervention has taken place, the results of which will be submitted to SELEP (South East Local Enterprise Partnership) during mid 2019 for final approval, prior to progressing to tender and construction.

Strood town centre journey time and accessibility enhancements
The Strood town centre project has continued to deliver journey time and accessibility enhancements to the town centre including changes to the road layout to improve traffic flow and installation of new crossing points to enhance pedestrian safety. Further improvements are being made to pedestrian routes and road surfacing. The final stages of the project will see the installation of feature lighting and the completion of landscaping to make the town greener. The installation of energy efficient LED street lights will also continue. The project is due for completion in 2019.

Medway Cycling Action Plan
The delivery of a package of measures, to improve access to cycling in Medway (as outlined in the Medway Cycling Action Plan document), was completed by March 2019. A total of 13.8km of new cycle routes have been introduced. In addition, a further 2.8km of existing cycle routes have been improved as part of the delivery of the plan. Cycle parking counters have been installed on all completed cycle routes. Work has completed on the build of a cycle pump track (an off road leisure facility) at Queen Elizabeth Fields, Gillingham and was positively received at an official launch event in November 2018.

Estimated traffic flows for cars and all vehicle types

Medway along with the South East region has seen a fall in car usage and all vehicle usage.

Car Traffic – Million miles				
	2016	**2017**	**2018**	**% change 2017/18**
Medway	709	710	**704**	-0.85
Kent	7,204	7,250	**7,250**	0.00
South East	43,598	43,786	**43,335**	-1.03
England	215,397	217,763	**218,165**	0.18

In Medway, the car traffic figure has dropped back to the 2014/15 levels.

Motor Vehicle Traffic – Million miles				
	2016	**2017**	**2018**	**% change 2017/18**
Medway	894	897	**890**	-0.78
Kent	9,451	9,515	**9,565**	0.53
South East	55,024	55,264	**54,909**	-0.64
England	276,130	279,395	**280,137**	0.27

In Medway, the motor vehicle traffic figure has dropped back to the 2015/16 levels.

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 2017/18 8.2 million bus passenger journeys were made in Medway. Medway has seen a bigger drop in bus usage over the past year compared with the South East and England.

Passenger journeys on local bus services - millions			
	2016/17	**2017/18**	**% change 2017/18**
Medway	8.7	**8.2**	-5.75
Kent	57.5	**55**	-4.35
South East	357.6	**350.7**	-1.93
England	4,400	**4,356**	-1.00

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

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.

Passenger usage per annum				
Station	**2015-16**	**2016-17**	**2017-18**	**% change 2017 -18**
Chatham	2,767,892	2,742,800	**2,730,506**	-0.45
Cuxton	40,808	42,512	**51,124**	20.26
Gillingham	2,629,244	2,731,126	**2,744,182**	0.48
Halling	58,710	68,100	**94,422**	38.65
Rainham	1,775,560	1,821,372	**1,822,540**	0.06
Rochester	1,385,260	1,631,718	**1,817,314**	11.37
Strood	1,197,602	1,132,056	**1,071,564**	-5.34

Since the 2015-16 data was published Rochester Station has been relocated. There was a noticeable increase in user numbers last year, of 18%, and this year has seen a further 11% rise. However this may be at a cost to Strood Station which has seen another fall of 5%. Again a marked increase in use of Halling and Cuxton stations may be linked to new development at St Andrews Park and Peters Village, as well as the high speed train service.

Source:
http://orr.gov.uk/statistics/published-stats/station-usage-estimates
Station usage 2017/18 data

Minerals, Waste and Energy

Minerals

Information on Minerals in Medway can be found in the Local Aggregate Assessment set out in Volume 3. It reports on the extraction of sand and gravel locally, sales of recycled and secondary aggregate, and the importation of marine won aggregates and crushed rock. The full report is available at:

https://www.medway.gov.uk/downloads/download/24/authority_monitoring_report

Waste

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

Medway currently benefits from a range of waste management facilities that assist in the delivery of sustainable development. Some facilities have seen significant increases in volumes of materials processed over the last year. The following information on Medway's waste management is taken from the Environment Agency Waste Data Interrogators:

Waste received (tonnes)

	2017	**2018**
Hazardous	25,873.97	**25,598.97**
Household, Industrial and Commercial	523,579.03	**629,289.50**
Construction, Demolition and Excavation	109,934.10	**125,973.45**
Total	659,387.10	**780,861.92**

Waste removed (tonnes)

	2017	**2018**
Hazardous	16,921.58	**18,745.55**
Household, Industrial and Commercial	589,191.99	**598,172.53**
Construction, Demolition and Excavation	19,474.47	**22,070.99**
Total	625,588.04	**638,989.07**

Energy

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

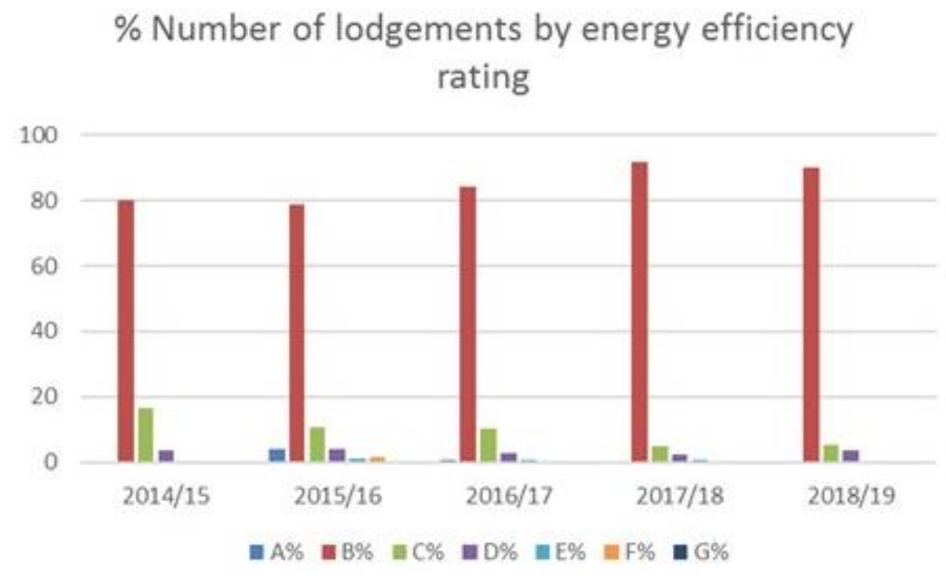
Energy Performance Certificates (EPCs)
Two types of EPCs are issued on the completion of new dwellings – Energy Efficiency (based on fuel costs) and Environmental Impact (based on CO2 Emissions). An EPC gives a property an energy efficiency rating from A (most efficient) to G (least efficient) and is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

New dwellings - Energy Efficiency (based on fuel costs)
Since 2014/15 the majority of dwellings have been constructed to a B energy efficiency rating (based on fuel costs). This is broadly consistent with the rest of England, although England's overall percentage of B ratings is lower, due to there being higher levels of C ratings.

This year 2018/19 Medway saw a fall to rating B, however there was a slight rise in the A rating. However rises in C and D following are not such a good sign, but when measured against England, Medway is doing well.

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

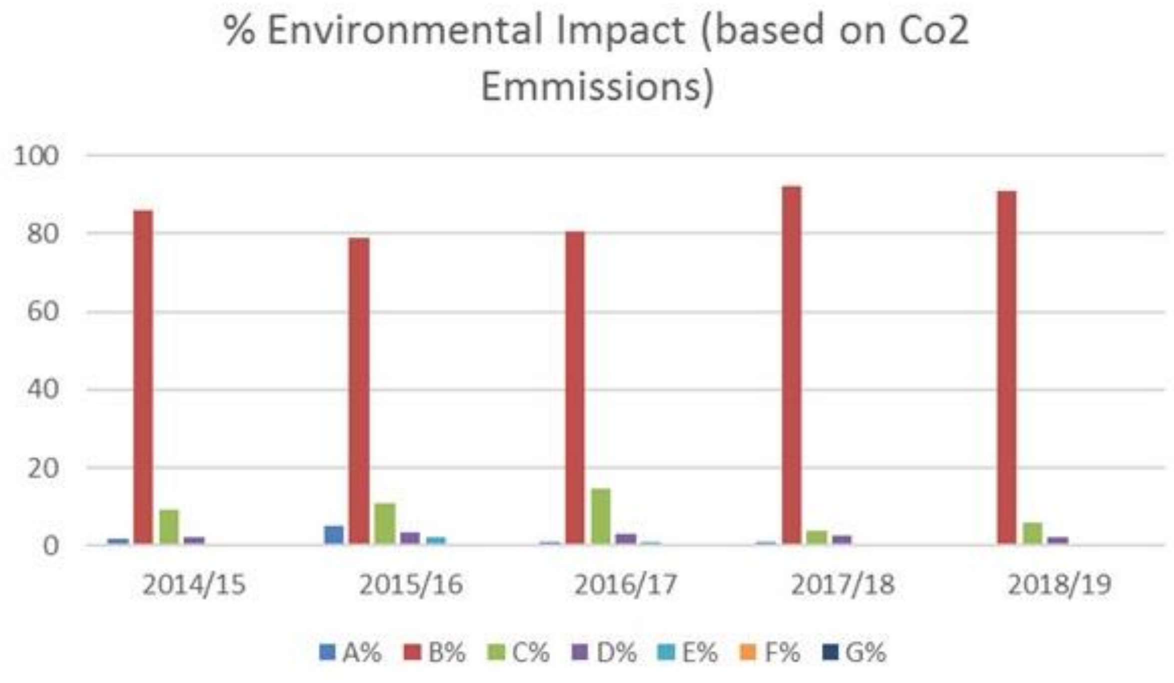
Year	A%	B%	C%	D%	E%	F%	G%
2014/15	0.2	79.9	16.5	3.5	0.0	0.0	0.0
2015/16	4.0	78.8	10.6	4.0	1.3	1.4	0.0
2016/17	0.8	84.3	10.4	3.0	0.9	0.5	0.2
2017/18	0.0	91.7	4.8	2.5	0.8	0.1	0.0
2018/19	**0.2**	**90.2**	**5.5**	**3.8**	**0.5**	**0.0**	**0.0**
England 2018/19	*1.0*	*80.4*	*12.1*	*4.8*	*1.4*	*0.2*	*0.0*



New Dwellings - Environmental Impact (based on CO2 Emissions)
Similarly to the energy efficiency rating based on fuel costs, the majority of new homes have been constructed to a B rating. This year 2018/19 the percentage of rating B dwellings has fallen slightly, but still achieving over 90 percent. D, E, F have all reduced and no new homes have been constructed to a G rating since 2012/13. Compared to England, Medway has broadly produced similar building environmental impact ratings, with most new dwellings reporting ratings A, B and C. Medway still has a way to go to attain England's higher percentage of A rated dwellings.

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

Year	A%	B%	C%	D%	E%	F%	G%
2014/15	1.9	86.1	9.4	2.3	0.3	0.0	0.0
2015/16	4.9	78.8	10.8	3.2	2.2	0.2	0.0
2016/17	0.9	80.6	14.4	2.9	1.1	0.2	0.0
2017/18	0.8	92.0	3.9	2.4	0.7	0.1	0.0
2018/19	**0.6**	**91.0**	**5.8**	**2.3**	**0.3**	**0.0**	**0.0**
England 2018/19	*10.1*	*76.3*	*7.9*	*4.0*	*1.2*	*0.4*	*0.0*



Source:

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

Notable developments and Medway news during the year 1st April 2018 – 31st March 2019

STROOD

- The £9 million project to **transform Strood** is underway. The first two phases are already complete. However the market which used to be held on Tuesdays and Saturdays will now only be held on a Tuesday.
- Construction of **flood defences at Strood Waterfront** have commenced and are due to be completed by July 2019.
- The space vacated by **Maplin** at Strood retail park has now been taken over by **B & M** who have extended from next door.

ROCHESTER

- Repairs to the **Sir Cloudesley Shovell Clock at the Corn Exchange** in Rochester High Street are complete and the clock is now working again.
- During the extensive refurbishment of **Eastgate House** in Rochester conservationists uncovered wall paintings that had been hidden for years. Visitors can see the work on the wall paintings through a viewing gallery on the 2nd floor.
- The **Grade II Listed Old Archdeaconry** in the Cathedral Precinct Rochester is to be converted into a boutique style hotel at a cost of up to £2 million.
- An old Victorian school that was converted into the **Roffen health and social club** is to be converted back into a school. After spending at least £1.5 million on the refurbishment and repairs Trinity School hope to move in the first students during 2019.
- **Travelodge** purchased a site at Rochester Riverside in a deal worth £8.2 million. Building of the 81 bed hotel has already begun with completion due in Autumn 2019.
- Plans are given the go ahead to improve **Rochester Airport**. The scheme will include a new hub building, family viewing area, car parking and the relocation of helipads. It will also free up land for the Innovation Park Medway project.
- It was reported at the launch event for the **Innovation Park** at Rochester Airport that it hopes to bring 1,300 jobs to Medway.
- Permission has been granted for a **new coach park at Curtis Way Rochester**, this is to replace the former coach park at Gas House Road that closed at the end of 2018.
- The last bank left in Rochester High Street **(Lloyds)** has now closed.

CHATHAM

- The **McCudden War Memorial and grave** at Chatham Cemetery has been Grade II listed.
- **Chatham Historic Dockyard** is recognised for its wide ranging learning programme by receiving The Sandford Award for Heritage Education.
- Chatham Historic Dockyard is presented with another national award. **Command of the Oceans** was named the best Tourism and Leisure built project in the UK at the RICS Awards.
- **The Fitted Rigging House** at Chatham Dockyard has been transformed. The previously run down building is now rental space for commercial tenants and a volunteers centre. It will also house the dockyards library and archives.
- Demolition of the former **Riverside One** building has begun. The area will be opened up as a green space. This is all part of the Command of the Heights project its aim to reconnect Chatham with its military roots by linking the Dockyard to Fort Amherst, building a new pedestrian entrance to the Fort and creating an amphitheatre.
- Two more series of the TV series **Call the Midwife** are to be filmed at Chatham Dockyard.

- **Taco Bell** the American fast food chain is to open at Chatham Dockside. It plans to occupy the vacant Wok N Go unit. It will be the first Taco Bell in the County and will create 12 full time and 20 part time jobs.
- A new Nursery and Pre-school has opened at **Dockside Chatham Maritime**. It is proving popular as it is already oversubscribed.
- There are plans to turn the **former Dickens World** at Chatham Maritime into an adventure golf and gymnastics hub. Nandos next door will also be extended. At least 52 new jobs will be created.
- **Poundworld** closed in Chatham with the loss of 13 jobs.
- This month sees the first **monthly farmers market in the Pentagon**. It will operate from 9am to 2pm and will be on the 1st floor.
- A new attraction **The Hysteria Escape Rooms** has opened in Chatham High Street. There are three games to choose from – The Aftermath, Motel California and The Forgotten Realm.
- Following a successful 2 year trial the scheme restricting the amount of **street furniture in Chatham town centre** has been made permanent. This requires traders to place tables, chairs, A boards and shop displays in certain places.
- £250,000 of Government funding has been received to spend on **Chatham town centre**. The money will be used for a number of projects including a deep clean of the High Street.
- Plans for new occupiers at the **old Toys R Us store** at Horsted Park are underway. Home Bargains and UFC Gym will join a KFC drive thru and Aldi on the site. Altogether about 190 jobs will be created.
- **Amherst Court Care Home** in Chatham has been rated as ‘outstanding’ by the Care Quality Commission.

GILLINGHAM AND RAINHAM

- Dynasafe BACTEC Ltd an explosive ordnance disposal and mine clearing company are moving their headquarters to **Gillingham Business Park** where they have signed a 5 year lease.
- The first 40 customers through the door were given a goody bag to mark the opening of Edinburgh Woollen Mill within **Dobbies Garden Centre** in Gillingham.
- **McDonalds** fast food restaurant in Gillingham High Street closes down.
- The **Railway pub in Rainham** is to become a Wetherspoons creating 50 jobs. The development is expected to take about 4 months to complete.
- **Gillingham Town Centre Masterplan** public exhibition received helpful feedback.
- Ofsted upgraded **Mid Kent College** from requiring improvement to good with the standard of teaching significantly better. Inspectors found that there were still weaknesses in attendance and achievement rates for apprentices was poor.
- The recently rebranded **Waterfront UTC** will start teaching pupils aged 13 in the next school year. 11 year olds will be added in September 2020.
- The rise in ‘escape rooms’ continues, with the opening of **‘Mythologic’** in Green Street, with two games to choose from – The Game and Hypnos

HOO PENINSULA AND THE ISLE OF GRAIN

- Permission has been granted for 6 self-build homes in **Cliffe Woods**.
- A new short – sea container service has been launched between **London Thamesport** at Grain and Ghent in Belgium. Operated by I-Motion Shipping it provides 3 sailings per week.
- Amazon open a new warehouse at **London Medway Commercial Park**, Kingsnorth Hoo.
- **Damhead Creek** power station has been bought by Drax Group as part of a £702m deal. It has been operational since 2001.

Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

National Planning Policy Framework – first published in 2012, revised in 2018, and updated in 2019, 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).

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

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

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

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

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

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

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

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. The various classes and categories appropriate to that class are as follows:

> **A1 Shops -** Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
>
> **A2 Financial and professional services -** Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as "sui generis" uses (see below).
>
> **A3 Restaurants and cafés -** For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
>
> **A4 Drinking establishments -** Public houses, wine bars or other drinking establishments (but not night clubs) including drinking establishments with expanded food provision.
>
> **A5 Hot food takeaways -** For the sale of hot food for consumption off the premises.

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

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

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

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

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

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

C3 Dwelling houses - this class is formed of 3 parts:

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

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

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

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

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

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