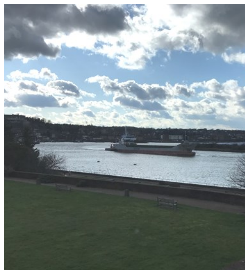



Medway Authority Monitoring Report 2020

1st April 2019 — 31st March 2020

Volume 1 - Main Report

December 2020

Serving You

Executive Summary 2019/2020

DEMOGRAPHY

The population of Medway reached 278,556 in June 2019

REGENERATION

Medway council has been successful in securing £170 Million from its bid to the Housing Infrastructure Fund.

HOUSING COMPLETIONS

1,130 housing units completed

70% were on previously developed land

27% were affordable

HOUSE PRICES

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

NEW EMPLOYMENT FLOORSPACE

Employment floorspace completions were down this year, totalling -2,429 net.

97% of the gross Employment floor space was completed on Previously Developed Land.

UNEMPLOYMENT

The claimant rate in Medway stood at 5.3%, just above the national level in April 2020.

ULTRA LOW EMISSION VEHICLE LICENSING

Ultra Low Emission Vehicles have increased more than fourfold since 2015/16.

This is above average in the UK

EMPLOYMENT RATE

Employment rate stood at 77.4%.

This was a very small change from last year down from 77.5%.

EDUCATION – GCSE ATTAINMENT

The average attainment 8 score for Medway increased to 46.6 compared to the national score of 44.7

NEW RETAIL FLOORSPACE

Gross retail completions were up this year.

The majority of gross gains in the Town Centres were use class A3.

ENVIRONMENT – GREEN FLAG AWARDS

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

All seven sites retained the 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.

MORTALITY

The death rate remains lower at 110 than it was in 2015 at 111.

Although this is still higher than the South East at 92 and the national level at 100.

LIFE EXPECTANCY

For 2016-18 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 rise in car usage and all vehicle usage.

BUS PASSENGER JOURNEYS

8.4 million bus passenger journeys were made in Medway.

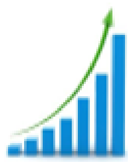
PORT CARGO TRAFFIC

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

PLANNING APPLICATIONS RECEIVED

1,407 planning applications were received

96% of these were determined within the statutory or the agreed timeframe.



Appeals

70 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 63% of these appeals.

Introduction

This report has been prepared in late 2020, in the experience of the Covid pandemic, presenting monitoring information for the period April 2019 to March 2020. Therefore much of the reporting does not reflect the wide ranging impacts that the pandemic has had on our communities, economy and environment. The contextual sections make reference to the impacts of Covid, but the report does not include detailed data.

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, structural changes in retail, and recognition of the climate emergency. The Council plans to publish the draft plan in Spring 2021, and will further its Covid recovery plans, in setting out a positive and ambitious vision and strategy for Medway's future.

The draft plan will take forward our aspirations for the regeneration of Medway's urban waterfront and town centres, building on our regeneration strategy, Medway 2035, town centre masterplans and our City of Culture bid. It will also seek to realise the opportunities provided by the £170m investment in transport and environmental programmes through the Housing Infrastructure Fund to support the growth of a rural town on the Hoo Peninsula.

Despite the current context of Covid, this monitoring report can demonstrate good progress in several aspects of sustainable development in Medway. In particular, the high rates of housebuilding in 2019-20 are helping to meet housing needs.

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 2019 – March 2020, with references to previous years for comparison purposes. The report has been informed by data gathered from planning applications determined at 31st March 2020. The sections on Planning Context, Duty to Cooperate, and Development and Delivery take account of information available up to November 2020.

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 2019, which specifically considers the supply of minerals for the aggregates sector and supports the strategic planning for industrial minerals. This is prepared in conjunction with the South East England Aggregates Working Group.

These reports are available at:

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

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

Planning Context

This section of the report considers updates in policy up to November 2020. This extends beyond the standard reporting period of April 2019 to March 2020, to take account of key changes in government planning policy and guidance that are relevant to the preparation of the Medway Local Plan.

Following updates to National Planning Policy Framework (NPPF) in 2018 and 2019, the government has continued to progress its ambitions for the reform of the planning system. There have been a number of changes to Permitted Development Rights and the Use Class Order and updates to Planning Practice Guidance. In August 2020, the government consulted on two major documents – the Planning White Paper, 'Planning for the future' and 'Changes to the current planning system'. The White Paper proposed radical changes to the planning system, including an overhaul of the plan making system. The second consultation document considered changes to the standard method for determining housing need targets; the delivery of 'First Homes', and measures to support small and medium-sized developers. Although the proposed measures have not yet been confirmed or a date given for implementation, the consultation raised significant concerns. This has also increased uncertainty on key matters, such as the housing target for Medway. In the absence of updated government policy and advice, the Council must continue to use the current standard method for calculating housing need, that uses the 2014 based household projections. Medway's responses to the consultations have been published here:

https://www.medway.gov.uk/info/200133/planning/525/planning_public_consultations/4

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 (IFS) to report on what has been received and spent through developer contributions. As the Council uses section 106 agreements to collect developer contributions, it was required to publish its first IFS by 31 December 2020. The IFS will be published with this monitoring report in December 2020 at this location:

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

Medway Local Plan

Medway Council is preparing a new Local Plan covering the period 2021-2037. 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 completing the assembly of a comprehensive evidence base, specifically the Strategic Transport Assessment, and preparing the draft plan for Regulation 19 consultation in coming months.

Local Development Scheme

The work programme on the Local Plan has been impacted by a number of strategic external matters. Following updated advice from Highways England, the Council had to extend the scope of work on the Strategic Transport Assessment (STA), to specifically test the impacts of the proposed Lower Thames Crossing, in conjunction with Medway's planned growth. This has extended the detailed technical work on the transport assessment. The STA is a critical component of the Local Plan evidence base. It informs the Habitats Regulation Assessment, Infrastructure Delivery Plan, allocations and policies. The additional work on the STA has extended the work programme for completing the evidence base and therefore delayed the publication of the draft plan.

In August 2020, the Council approved an update to the Local Development Scheme. The publication of the draft plan at Regulation 19 is scheduled for Spring 2021. The Scheme sets out the programme for the production of the new Medway Local Plan. The new plan will comprise of strategic level policies, including provision for waste and minerals; targeted development management policies; land allocations and a policies map. On adoption it will replace the saved policies of the Medway Local Plan 2003.

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	Spring 2021
Submission of plan for examination	December 2021
Adoption (determined on outcome of Examination)	December 2022

Local Plan Evidence Base
The council is now preparing the content of the draft plan for publication in 2021. 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 Council has updated its Statement of Community Involvement to align to Coronavirus legislation. 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 latest SLAA document was published in December 2019. In Spring 2020, the Planning Service contacted developers and site promoters to seek updated information on sites and proposed delivery schedules. The Council has used this information to update and assess the development trajectory for potential allocations in the draft plan to be published in 2021.

The latest Strategic Land Availability Assessment, December 2019 is available to view at:

https://www.medway.gov.uk/info/200149/planning_policy/519/future_medway_local_plan/5

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 worked with Highways England throughout the year in preparing the STA that will accompany the draft Local Plan. It has responded constructively to Highways England's advice on the assessment of the proposed Lower Thames Crossing within the evidence base for the Local Plan. This extended work will also be used by the Council in preparing its Local Impact Report to the examination of the Development Consent Order for the Lower Thames Crossing. The Council 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 on an iterative basis 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 continued to work with colleagues delivering the £170m Housing Infrastructure Fund programme to consider strategic growth plans on the Hoo Peninsula. This has determining the infrastructure needed to support strategic growth of a rural town, and the preparation of a Hoo Development Framework to guide potential growth. This has involved wider engagement with service providers, local communities and developers promoting sites on the Hoo Peninsula.

The draft Infrastructure Delivery Plan has informed 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. It has commissioned a report that has involved 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 report will be published with the draft plan in 2021.

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 Infrastructure Delivery Plan and the Viability Assessment will provide an updated evidence base to support the Council's policy.

The Medway Developer Contributions and Obligations Guide was revised and adopted in May 2018. This is a Supplementary Planning Document. It 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

The Council has published its first Infrastructure Delivery Statement in December 2020. This reports on how S106 contributions were spent on upgrading infrastructure in 2019/20. It also provides information on contributions received and agreements entered into in that year. The statement indicates future infrastructure funding priorities, based on emerging information on the Local Plan evidence base and spatial strategy.

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 Temple Marsh, Rochester Riverside and St Mary's Island Chatham Maritime. 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) for Innovation Park Medway
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. Following consultation in 2019, the Council has worked closely with the statutory consultees, Highways England and Natural England to address issues raised. The Council consulted on the revised draft order and updated information in November 2020 and aims to adopt the LDO shortly. Further details are available on the council's website:

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

Hoo Development Framework
The successful HIF bid facilitates strategic growth on the Hoo Peninsula. A rural town based around Hoo could provide for an important component of Medway's development strategy.

The council has commissioned consultants to produce a development framework setting out the key principles and approach to growth. This work supported the HIF business case through showing the development potential.

In Spring 2020, the Council consulted on ‘Planning for Growth on the Hoo Peninsula’. This was a high level document setting out key principles that could guide strategic development in this area. The consultation programme was impacted by the measures brought in to address the spread of Covid. Planned events had to be cancelled, but consultation continued online for an extended period. Subsequently the Council has held meetings remotely with a number of stakeholders to progress work. This further work will involve the preparation of a development framework. This will include a masterplan to support a strategic growth allocation in the draft plan, key principles for sustainable development, development phasing and infrastructure delivery.

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 was to identify levels of demand and review the provision of car parking provision and future demand, to support town centre regeneration and transport planning. The work was completed prior to Covid, and the huge changes that it had on travel patterns. The Council has commissioned additional work that will consider longer term impacts through scenarios that will inform planning for parking assets and the operation of services. This further work also looks in more detail at specific locations. The studies will be published with the draft Local Plan.

Development Needs

The Council, working with Gravesham Borough Council, has jointly commissioned an update to the development needs assessment that informs the Local Plan evidence base. This has included an update on employment land needs. The commission has considered the potential impacts in the longer term resulting from Covid, and changes in businesses’ needs for employment floorspace and locations. A further study will consider housing needs, including the mix needed to meet demographic changes.

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

All the groups are proposing to consult with their local communities by Spring 2021 on their draft plans at ‘Regulation 14’. Following this consultation, the draft plans will be submitted to Medway Council to progress to independent examination, referendum and adoption.

Hoo St Werburgh
Hoo St Werburgh Neighbourhood Plan group undertook a successful, socially distanced informal consultation at the Hoo Church Summer Fair in August 2020 and responded to Medway Council's consultation on the draft Hoo Development Framework. The group hopes to have a draft version of its plan ready for consultation in 2021. Medway Council is supporting the group with mapping and development data to support their evidence base.

Cliffe and Cliffe Woods
The Parish Council was able to hold its AGM in May 2020, where it agreed to continue with the neighbourhood plan and that the members of the steering group should remain as before. The group has prepared a draft plan and is carrying out a Regulation 14 Consultation from 1 December 2020 to 26 January 2021. The consultation is taking place online through the parish council website and supporting events. Medway Council has continued to liaise with the group and provide support as needed.

High Halstow
The High Halstow Neighbourhood Plan group has prepared a draft plan with a supporting Design Code document. It is liaising with Medway Council to consider comments before publishing the draft plan for Regulation 14 consultation in early 2021. It is also seeking to work with Medway Council and a potential developer on a masterplan for a proposed strategic extension to the village, to achieve the objectives of the draft neighbourhood plan.

Arches (Chatham)
Arches (Chatham) Neighbourhood Planning Forum has appointed Create Streets to help in drafting its neighbourhood plan policies. The group has held discussions with Medway Council on emerging policies. It anticipates holding its Regulation 14 consultation in early 2021.

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 2098. 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 2019 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 2019, although it has been produced in 2020, as part of the Authority Monitoring Report.

The Medway Local Aggregate Assessment 2019 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/4

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 commissioned a Waste Needs Assessment. This has considered the waste management capacity and needs for the

different waste streams over the plan period. The Waste Needs Assessment will ensure that the need for waste management facilities is considered alongside other spatial planning concerns. The Council is following up on this work with neighbouring waste planning authorities through the Duty to Cooperate. This evidence base 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 an update to development needs 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.

The Council has taken steps to progress strategic cross border working through constructive engagement with neighbouring authorities and statutory consultees. It has set up a North Kent Strategic Development and Planning group, that brings together senior officers at local authorities in north and mid Kent, and representatives of statutory consultees, Highways England and Natural England, reflecting the nature of key strategic matters across the sub region. Further work involving elected members has been identified. A sub group will also take forward joint working on Statements of Common Ground to support plan making.

The group has prioritised further work on transport, noting the potential impacts of the proposed Lower Thames Crossing, and constraints on development from limited capacity on the strategic road network. A North Kent Strategic Transport group has also been set up, with representatives of local authorities, Network Rail and Highways England.

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. The publication of the government consultations on reforms to the planning system in August 2020 included proposed changes to the standard method for calculating local housing need. This indicated significant variations across Kent and Medway, with many authorities seeing large increases in housing needs, and areas like Medway and Gravesham seeing declines, in line with more recent demographic projections. Although there is no certainty on when and if these proposed changes will be implemented, the consultations created a heightened awareness of the challenges in planning for sustainable growth. Neighbouring authorities are progressing to publication of Regulation 19 draft plans in 2021. The Council has identified impacts for Medway arising from potential development allocations close to our administrative boundary. The Council will continue to engage with neighbouring authorities with the objective of securing sustainable development.

The Council carried out a non-statutory consultation on the 'Planning for Growth on the Hoo Peninsula' document in Spring 2020 and sought the views of statutory consultees. It is also liaising with Gravesham Borough Council in planning the delivery of the HIF programme. The Council has been engaging with Natural England (NE) on specific considerations in planning for development on Hoo Peninsula. This has included securing additional officer resource through NE's discretionary advice service, to consider a Cumulative Ecological Impact Assessment as part of the evidence base for the draft Local Plan and HIF programme.

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

Bespoke Duty to Cooperate meetings
Meetings have been arranged to specifically discuss strategic matters, evidence base work and plan making with neighbouring planning authorities in Swale, Gravesham 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. 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. Improving health is a strategic objective of the emerging Local Plan. The Council has met with the NHS Foundation Trust and representatives of the Kent and Medway Clinical Commissioning Group to strengthen links between the Local Plan and service planning and improved health outcomes. Focused work has contributed to infrastructure planning and preparing a Health Impact Assessment on the emerging draft plan.

Consultations & Representations
Officers monitor publications and consultations by neighbouring authorities and other public bodies, making formal representations where appropriate. This has included representations on the draft South East Marine Plan.

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 has participated in Planning Advisory Service events with neighbouring authorities on plan making. 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. The Council is progressing specific Duty to Cooperate activities with neighbouring waste planning authorities following up on the Medway Waste Needs Assessment.

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. The Council responded to the AONB Unit's consultation on a revision to the AONB Management Plan. It is anticipated that the updated management plan will be adopted in 2021, and that this will be adopted by Medway Council as part of its statutory duty to conserve and enhancement the designated landscape of the Kent Downs.

In addition, Medway Council participates in work coordinating planning for the natural environment, such as Local Nature Partnerships. This has included work in preparing for the implementation of Biodiversity Net Gain.

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 (TGKP) which coordinates regeneration work across north Kent. We participated in workshops facilitated by TGKP to share information and consider impacts arising from the major development proposals for the Lower Thames Crossing and the London Resort.

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.

Delivering Development

The council published an updated Housing Delivery Test Action Plan in August 2020. The action plan was produced in response to the Housing Delivery Test (HDT) results published in February 2020 because delivery was below the 95% threshold.

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

	2016-17	2017-18	2018-19	Total	Percentage result
Number of homes required	1,322	1,334	1,672	4,328	46%
Number of homes delivered	661	669	647	1,978	-

The action plan:

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

The council has recognised the importance of housing delivery for many years and works with stakeholders to encourage the delivery of homes. The council is working corporately towards maximising regeneration and economic growth and this includes progressing the Local Plan and engaging with developers and landowners. The council is also delivering sites through Medway Development Company (MDC) and via its Housing Team. The Council has been working in partnership to put effective measures in place to address the impact of Covid-19. Securing the recovery of the development sector and investing in infrastructure are critical to these plans.

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

The report also predicted how Medway will perform in future HDTs based on the housing trajectory published in last year's Authority Monitoring Report (AMR) (2018/19). This showed the potential to pass the HDT by 2022.

However, this recognises the need to have a sustained increase in housing delivery to achieve this, as is currently proposed by developers. However, there is caution because a change of circumstances could influence the delivery of new homes. Covid-19 has already had an impact on the delivery of housing, but it is yet unclear what the impact will be in the medium and long term. The analysis included consideration of the impact the last recession had on housing delivery both locally and nationally and how this might help us understand the current and anticipated recession resulting from Covid-19 and its impact on housing delivery. It concluded that the efforts to permit larger greenfield sites has left Medway well placed to continue delivering new homes, even if at a slower rate.

Key conclusions from the analysis

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

A key action is publication of the new Local Plan as it will provide the spatial strategy to meet the local housing need. There has been detailed work carried out on site assessment to demonstrate that development can be delivered, is viable and can come forward in a timely way to provide for a five-year housing land supply (5YHLS). This is shown in the most recent Strategic Land Availability Assessment (SLAA) and Brownfield Land Register.

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

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

Many of the factors influencing housebuilding are external to the Planning Service and Medway Council, such as mortgage rates and 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 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.

Medway Council has been working in partnership to address the wider impacts arising from Covid. This includes a joint action plan from an Economy and Infrastructure recovery cell, that brings together universities and training providers, the public sector, charities and businesses. This work links to corporate strategies, including the new Local Plan, and new programmes such as the Future High Streets Fund, that is focused on managing change and development in Chatham.

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 £41.7m.

SELEP also administers the government's new 'Getting Building Fund'. Medway Council has worked to secure £1.99m for the Britton Farm – Learning, Skills and Employment Hub project in Gillingham.

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

A289 Four Elms Roundabout to Medway Tunnel **Journey Time and Network Improvements** See the Transport section for more information.	**£11.1 m**
Medway City Estate Connectivity Improvement Measures See the Transport section for more information.	**£2 m**
Strood Town Centre Journey Time and **Accessibility Enhancements** See the Transport section for more information.	**£9 m**
Medway Cycling Action Plan See the Transport section for more information.	**£2.5 m**
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.	**£9.6m**
Civic Centre Flood Defences Flood mitigation works at the former Civic Centre site in Strood are now 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 March 2020 consisted of 65 sites, with capacity for just over 1,920 homes. 40 of these sites already had planning permission for a total of 633 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 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.

The landmark and award-winning regeneration site is now well underway with 126 dwellings, an 81 bed Travelodge and Co-Operative foodstore completed in 2019/20.

Further details are available at:

www.rochesterriversidecommunity.com/

Chatham Waters

A mixture of development on this 14.6 ha site has already been completed in recent years (Waterfront University Technical College, Asda store and petrol filling station and the Mast & Rigging restaurant). Work is underway on the residential flats, with just under 400 flats expected to be completed within the next couple of years. When complete, the site will have delivered 950 new homes in total.

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

Further details are available at:

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

Chatham Waters development, Victory Pier behind

Gillingham Waterfront

The award-winning regeneration of the 6.8ha former Akzo Nobel chemical works site at Gillingham waterfront, Victory Pier, was completed in 2019/20, in recent years delivering 842 new homes, student accommodation, a Premier Inn Hotel, retail and commercial floorspace.

Further information is available at:

https://www.berkeleygroup.co.uk/developments/kent/gillingham/victory-pier

Chatham Maritime

The development at St Mary's Island is nearing completion in the next few years, with just over 150 dwellings left to build on the 1,760 dwelling regeneration site, which in the past has also provided a Primary School, doctor's surgery, play areas and a community centre.

The former Colonial Mutual site (Chatham Quayside) delivered 18 new dwellings this year 2019/20.

Chatham Waterfront and Centre

Chatham Waterfront is a mixed-use development by Medway Development Company (MDC), comprising 176 apartments and over 1,000 square metres of commercial floorspace, along with significant public open space enhancements. This will transform the waterfront of Chatham's town centre. Ground preparation works commenced in this year 2019/20.

Medway Development Company (MDC) also received permission for another of their projects this year, to redevelop the former car park at Whiffen's Avenue Chatham with 115 flats.

Mountbatten House also provided prior notification for change of use from offices to residential dwellings.

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 limited number of planning applications have also been approved in and around Hoo St Werburgh. Delivery has already started on some of these sites with a total of 142 units being delivered in 2019/20 on the land south of Stoke Road site, Street Farm Stoke Road site and the former Sports Ground at Bells Lane. Permission for a further 21 units in Hoo on the land at Hillcrest was also granted this year. Further development in this area will be subject to the new Local Plan and the delivery of major infrastructure investments.

Strood

Redrow Homes are well underway with their development at the Temple Waterfront site with a further 80 dwellings delivered in 2019/20.

Kitchener Barracks

The first units were delivered this year with the completion of 42 new dwellings. When complete, 302 new homes will be provided, both by refurbishing the barracks building alongside new modern methods of construction with a move-in ready standard.

More details available at:

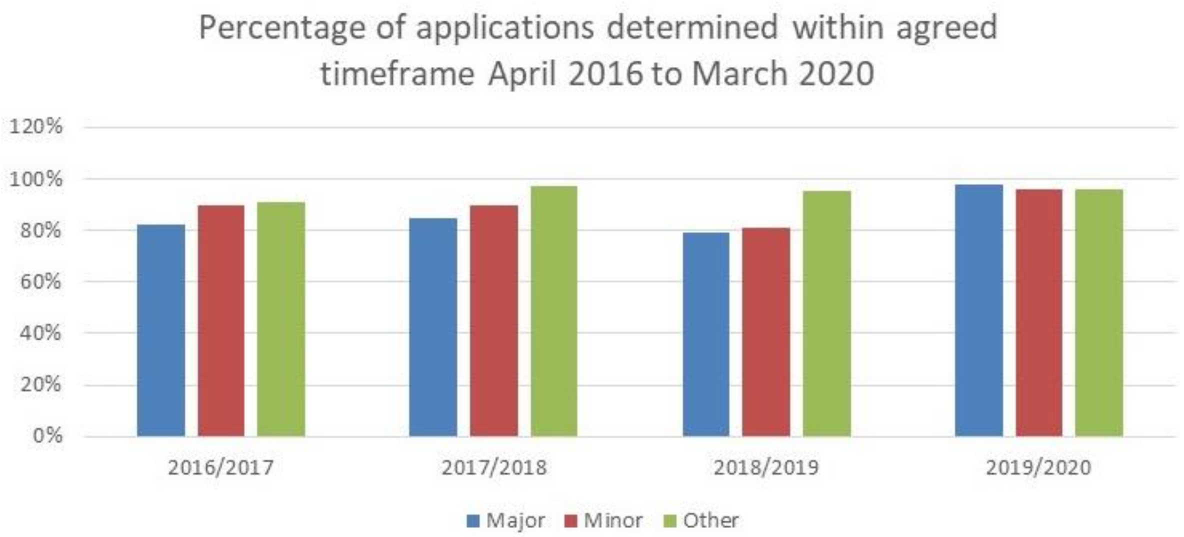
https://kitchenerbarracks.com/

Development Management Planning Statistics

Planning applications

In 2019/20 1,407 planning applications were determined.

Number of applications determined and percentage processed within the statutory timescale or the agreed timeframe								
	2016/2017		2017/2018		2018/2019		2019/2020	
	Nos	%	Nos	%	Nos	%	Nos	%
Major	65	82%	55	85%	53	79%	62	98%
Minor	314	90%	355	90%	224	81%	356	96%
Other	1,074	91%	1,079	97%	817	95%	989	96%



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.

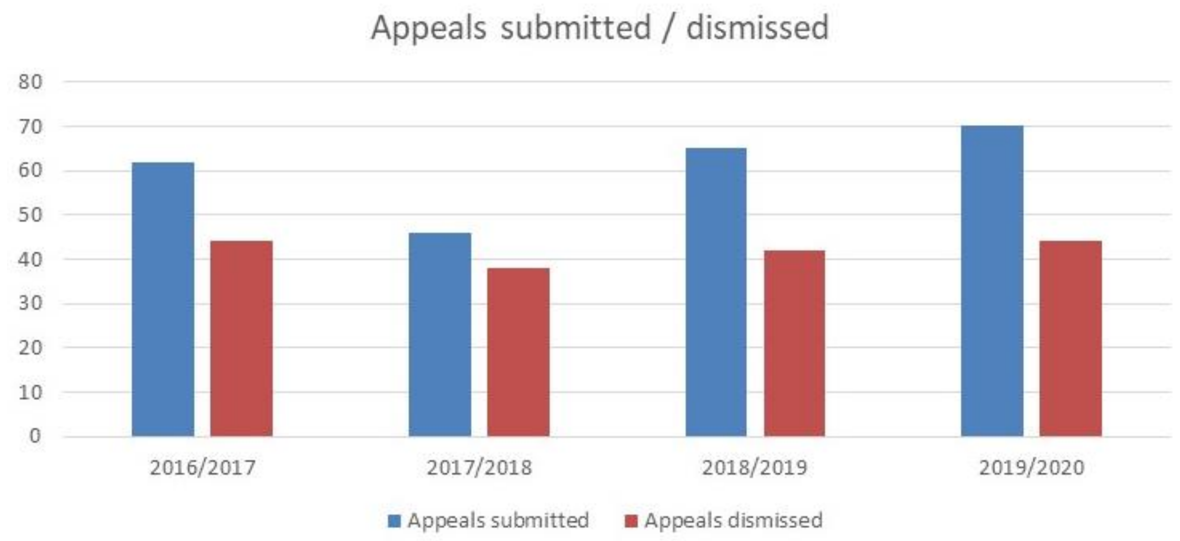
Planning Extension Agreements (PEA's)

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 2019/20, 70 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 63% of these appeals.

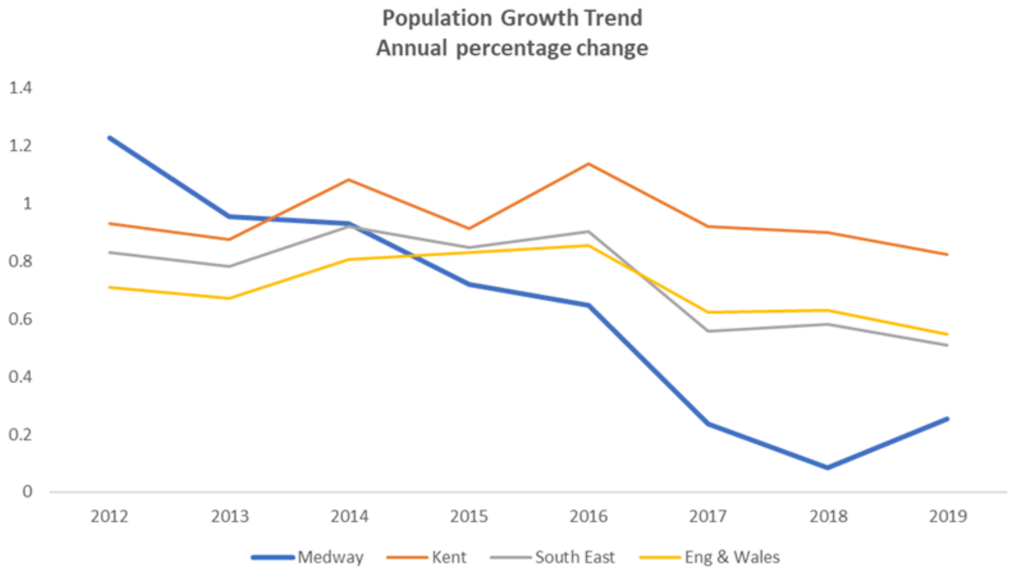
Percentage of Dismissed Appeals	
Year	Percentage Dismissed
2016-2017	65%
2017-2018	83%
2018-2019	65%
2019-2020	**63%**



Population

Mid-year estimate 2019

Medway's growth rate in 2019 at +0.25% was above the level seen in 2018 but continues the trend of relatively low growth in Medway in recent years.



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

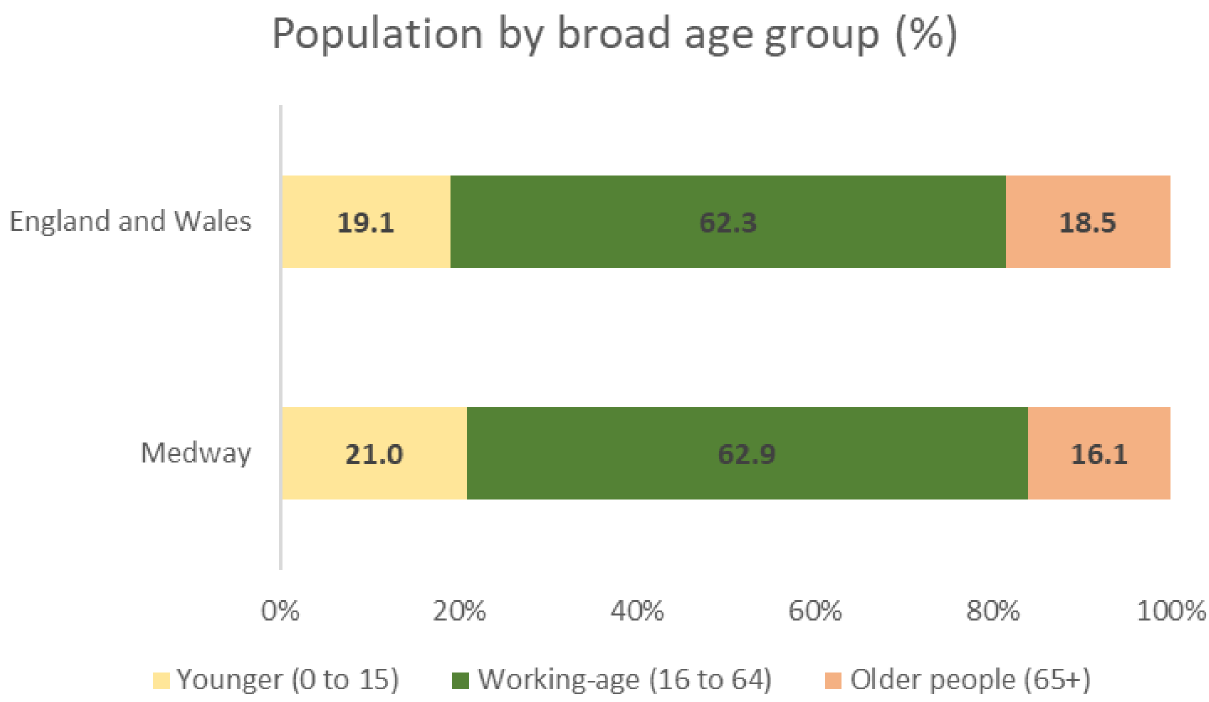
Population growth						
	Nos		Percent Change			
	MYE	Medway		Kent	South East	Eng & Wales
2012	268,130	3,245	1.23	0.93	0.83	0.71
2013	270,689	2,559	0.95	0.88	0.78	0.67
2014	273,212	2,523	0.93	1.08	0.92	0.81
2015	275,176	1,964	0.72	0.91	0.85	0.83
2016	276.957	1,781	0.65	1.14	0.90	0.86
2017	277,616	659	0.24	0.92	0.56	0.62
2018	277,855	239	0.10	0.90	0.58	0.63
2019	278,556	701	0.25	0.82	0.51	0.55

Source: Mid 2019 Population Estimates, Office for National Statistics.

Further information on Medway's population is available via this webpage:
https://www.medway.gov.uk/downloads/file/5388/demography_population_2019

Population by broad age group – 2019

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 38.2 years against 40.2 years for England and Wales in 2019.



Population by broad age group – 2019				
		0-15	**16-64**	**65+**
Medway	**Numbers**	58,429	175,268	44,859
	Percent	21.0	62.9	16.1
UK		19.1	62.3	18.5

Source - Mid-Year Estimate 2019, Office for National Statistics licensed under the Open Government Licence. © Crown copyright 2020.

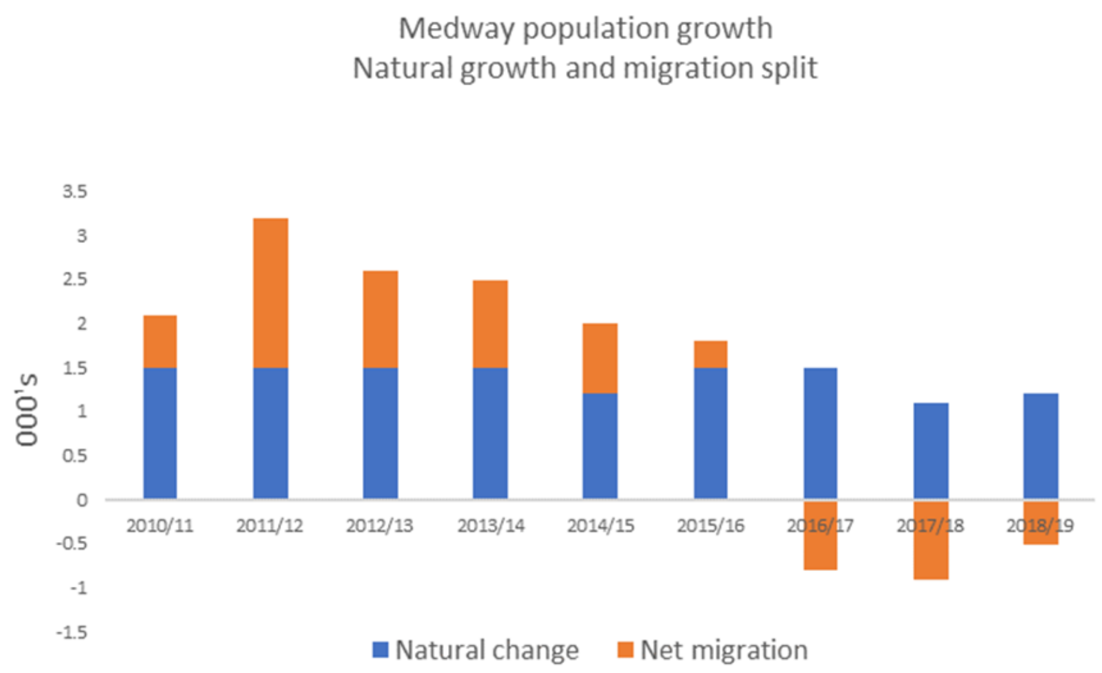
Further information on population estimates is available at:

https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates

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 2019, 13,559 people moved out of Medway, which exceeded the inflow of 12,835. This resulted in a net loss of 724 residents via migration flows within the UK.



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

Medway migration flows 2019					
Internal Migration (within UK)			**International Migration**		
To Medway	**From Medway**	**Net**	**To Medway**	**From Medway**	**Net**
12,835	13,559	**-724**	1,290	1,035	**255**

Population trend - 2011 to 2019 (000's)										
	Previous MYE	Live births	Deaths	Natural change	Internal migration (net)	Inter-national migration (net)	Net migration & other changes	Annual change		Current MYE
								Nos	Running average	
2010/11	262.7	3.6	2.1	1.5	0.4	0.3	0.6	2.1	2.7	264.9
2011/12	264.9	3.6	2.1	1.5	1.5	0.1	1.7	3.2	2.7	268.1
2012/13	268.1	3.5	2.1	1.5	1.0	0	1.1	2.6	2.6	270.7
2013/14	270.7	3.6	2.1	1.5	0.4	0.5	1.0	2.5	2.5	273.2
2014/15	273.2	3.6	2.4	1.2	0.3	0.5	0.8	2.0	2.4	275.2
2015/16	275.2	3.6	2.2	1.5	-0.5	0.7	0.3	1.8	2.1	277.0
2016/17	277.0	3.6	2.2	1.5	-1.1	0.4	-0.8	0.7	2.7	277.6
2017/18	277.6	3.5	2.3	1.1	-1.2	0.3	-0.9	0.2	1.9	277.9
2018/19	277.9	3.5	2.3	1.2	-0.7	0.3	-0.5	0.7	1.8	278.6
Total growth		**32.1**	**19.8**	**12.5**	**0.1**	**3.1**	**3.3**	**15.8**	-	-

Migration outflows

The main destinations for movers out of Medway in 2019 were to: Swale, Maidstone, Tonbridge & Malling, Canterbury and Gravesham.

Top 5 destinations	
Swale	**1,506**
Maidstone	1,193
Tonbridge & Malling	804
Canterbury	582
Gravesham	471

Migration Inflows

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

There was a significant flow of migrants from London, with 4,707 people moving to Medway from London. The largest flow to Medway were from areas of South East London.

Flows to Medway from London were up slightly on 2018 levels. Migration from London tends to fluctuate annually, however over the past five years, on average, annually around 4,500 people moved to Medway from London.

Top 5 origins	
Gravesham	**947**
Swale	844
Maidstone	828
Bexley	723
Greenwich	584

Source: Mid-Year Estimate 2019, Office for National Statistics licensed under the Open Government Licence. © Crown copyright 2020.

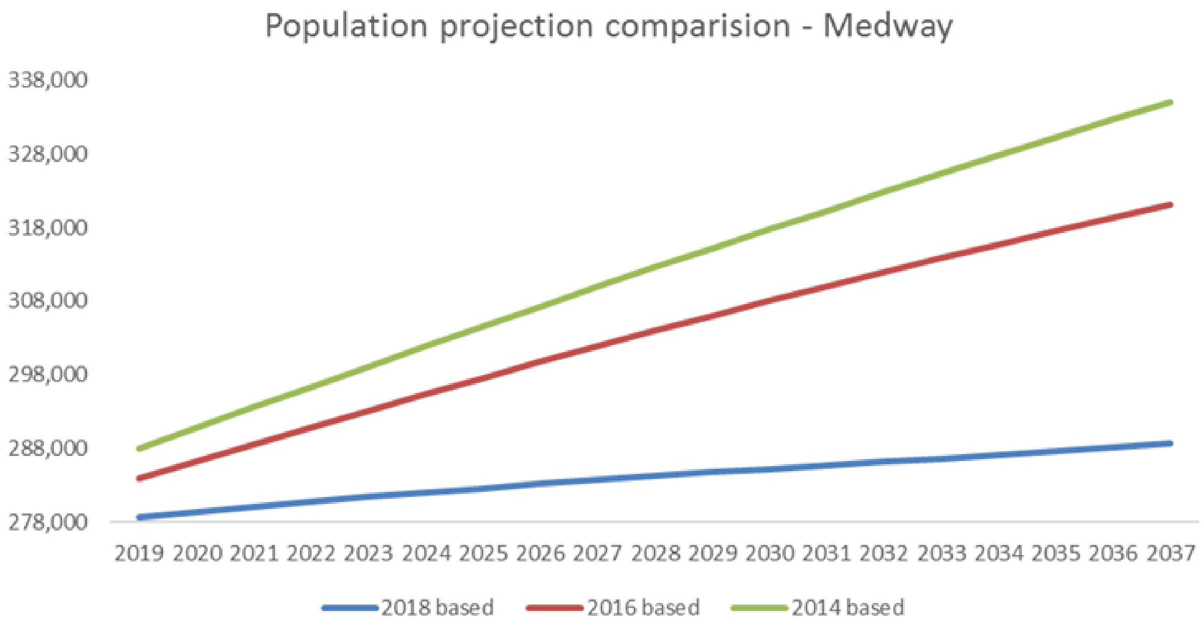
Future growth - Population projections

The 2018-based population projections which were published in March 2020 show a significant change in the predicted level of growth for Medway compared to previously published series. This reflects variations in growth rates in recent years, and a change in he methodology used in the projections. The reference period of 5 years excludes the earlier years in the 2010s when Medway experienced particularly high rates of growth. The calculation also uses a shorter reference period for migration patterns.

Medway's population is predicted to grow by 3.7% to 2037, the previous series (2016-based) showed a 13% growth rate.

The new growth rate is just over a quarter of the previous growth level and just over a fifth of the 2014-based growth figure.

	Population estimate		Growth	
	2019	**2037**	**Nos**	**%**
2018 based SNPP	279,310	288,772	10,179	3.7
2016 based SNPP	283,929	321,137	37,208	13.1
2014 based SNPP	288,000	335,000	47,000	16.3



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

Further information on population projections is available at:

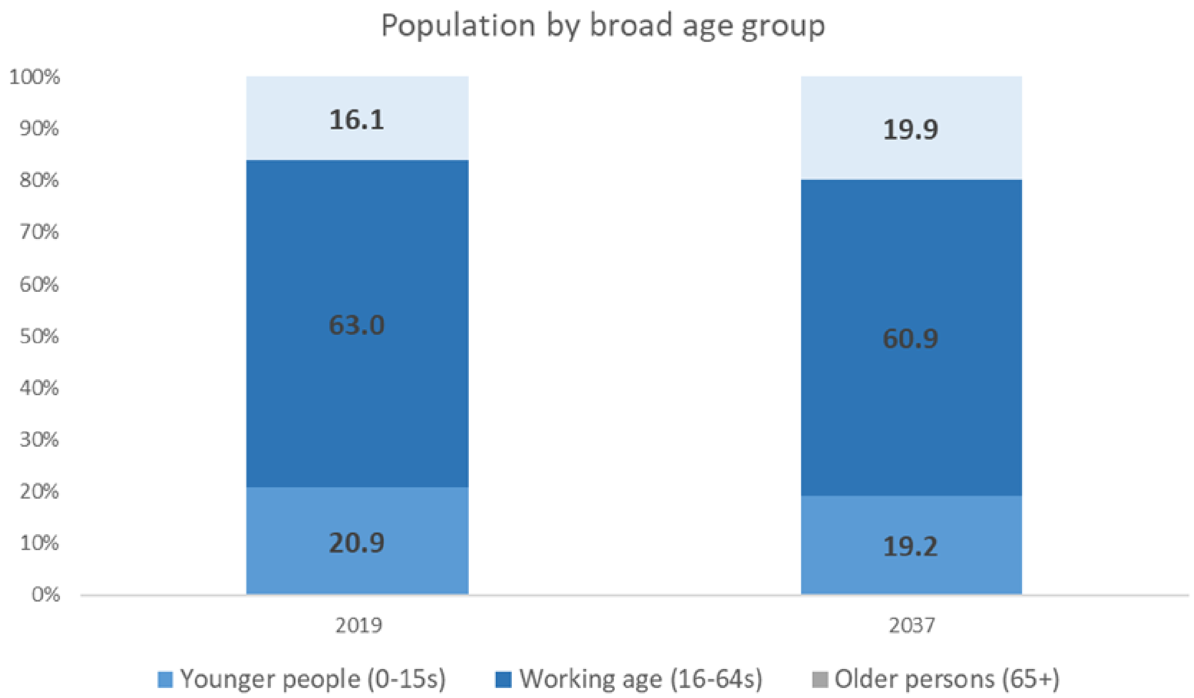
https://www.ons.gov.uk/releases/subnationalpopulationprojectionsforengland2018based

The age profile of Medway is likely to change considerably by 2037.

The number of older persons in Medway will increase significantly, with an extra 12,600 older residents by 2037. By then a fifth of the population will be aged 65+.

Younger people see the largest decrease with around 2,850 fewer younger residents.

The working-age population will drop in size over this period, to represent just under 61% of the population by 2037.



Indices of Deprivation

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

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

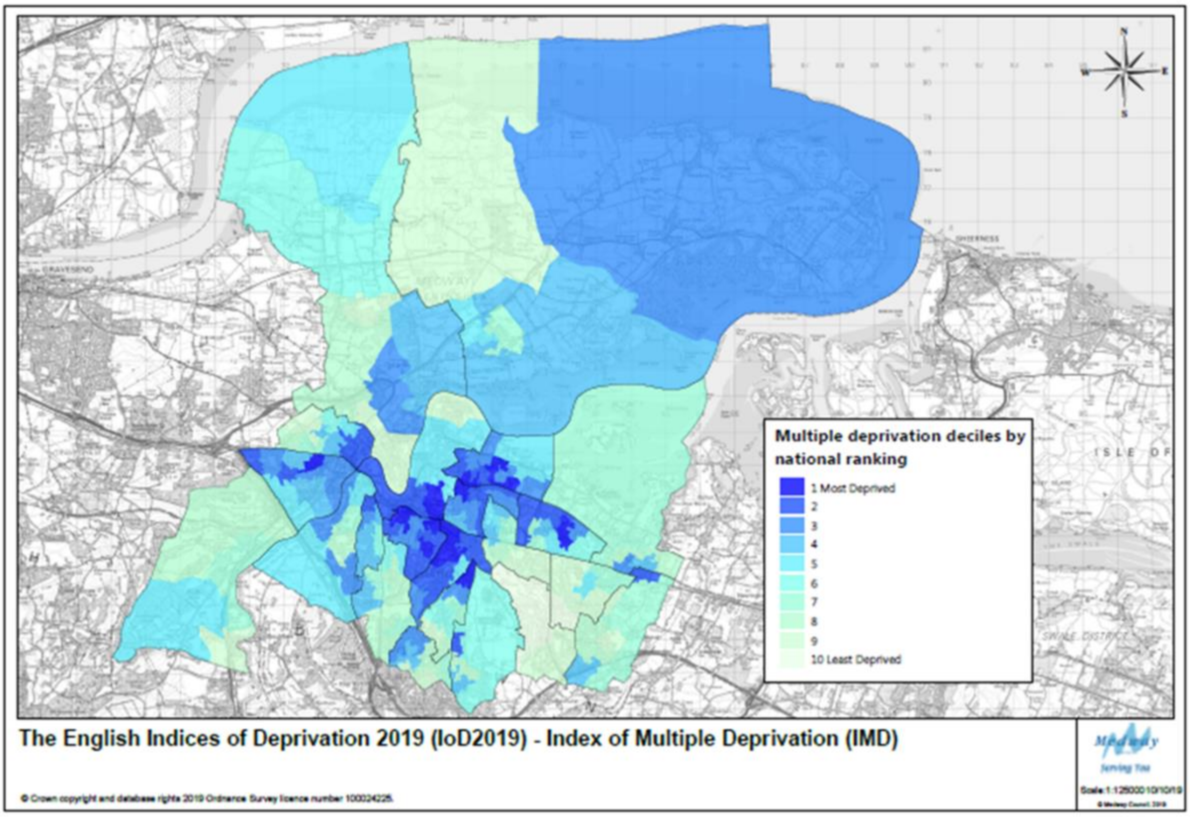
https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019

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

Medway 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.



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. In August 2020, the government consulted on a proposed new formula for determining housing need. This indicated significant change for Medway's housing needs. The consultation resulted in a high level of response, with many areas very critical of the proposed changes. The government is considering the consultation responses and its further update to the Standard Method. Until there is updated policy or guidance, local planning authorities must continue to use the current methodology linked to the 2014 based household projections.

The current Standard Method formula for calculating Local Housing Need indicates a need for 1,662 homes a year.

Image: Darland View development, Pear Tree Lane, Hempstead

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

In 2019/20 1,130 units were completed, which was the highest number of homes delivered in a year in Medway since it became a Unitary Authority in 1998. However, it was still 532 dwellings below the requirement of 1,662.

Net additional dwellings			
	Completions	***Requirement**	**Deficit**
2018/19	647	1,683	-1,036
2019/20	1,130	1,662	-532

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

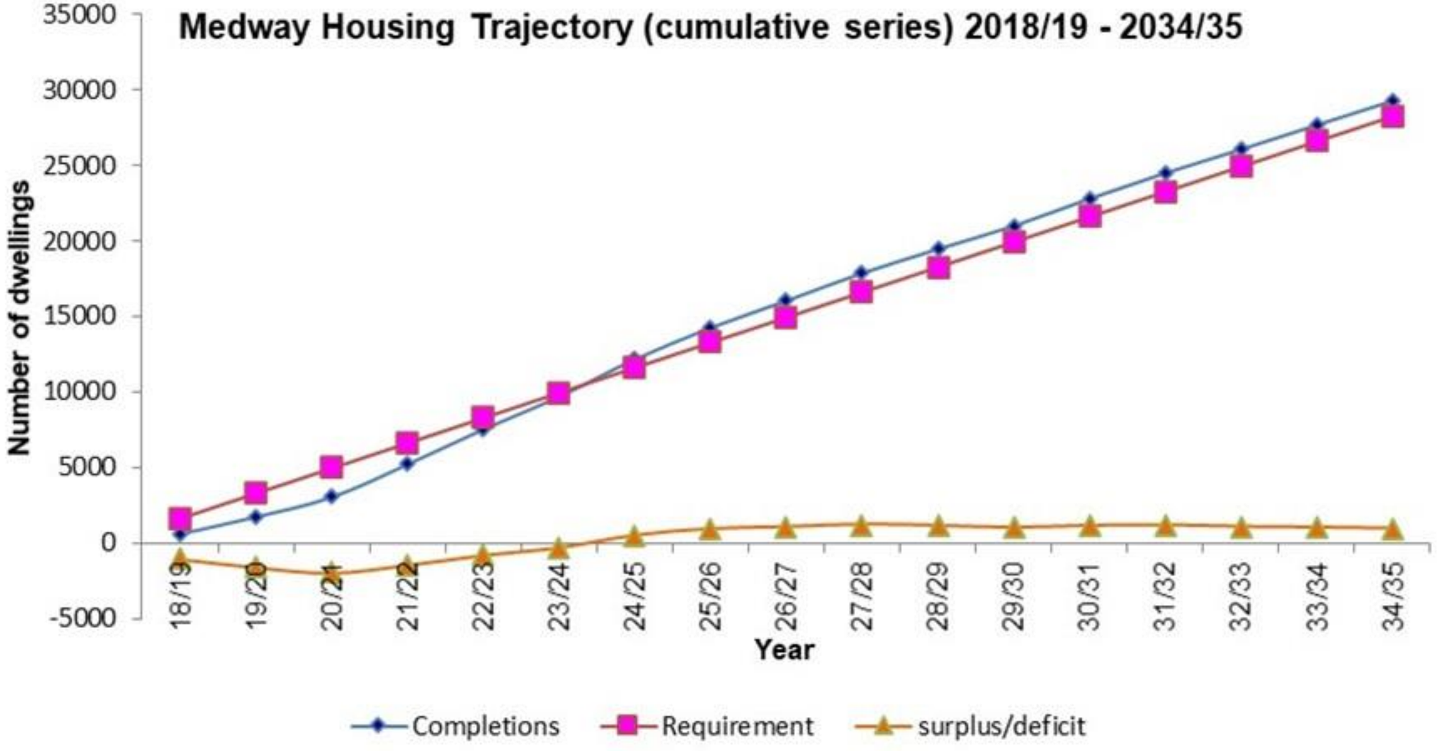
Number of new and converted dwellings on previously developed land

In 2019/20, 70% of all residential completions were on previously developed land (PDL).

Housing Trajectory 2018/19 – 2034/35

The housing trajectory shows phasing over the period 2020/21-2034/35 (15 years), as well as contributions from completions in recent years. 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.

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



		Trajectory 2018/19 – 2034/35														
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**	**34/35**
Completions		**Projected Annual Completions**														
647	1,130	1,306	2,168	2,307	2,154	2,473	2,082	1,789	1,823	1,584	1,537	1,794	1,693	1,563	1,614	1,590
		Projected Cumulative Completions														
		3,083	5,251	7,558	9,712	12,185	14,267	16,056	17,879	19,463	21,000	22,794	24,487	26,050	27,664	29,254
		Annual Housing Requirement														
1,683	1,662	1,662	1,662	1,662	1,662	1,662	1,662	1,662	1,662	1,662	1,662	1,662	1,662	1,662	1,662	1,662
		Cumulative housing requirement														
1,683	3,345	5,007	6,669	8,331	9,993	11,655	13,317	14,979	16,641	18,303	19,965	21,627	23,289	24,951	26,613	28,275
		Cumulative surplus/shortfall														
-1036	-1568	-1924	-1418	-773	-281	530	950	1,077	1,238	1,160	1,035	1,167	1,198	1,099	1,051	979

Property prices

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

During the last year Medway house prices have increased (by 1.2%), although at not quite so high a rate as Kent, England and The South East, which have increased by around 2%.

The percentage change in average prices of all properties			
	March 2019	March 2020	% Difference
Medway	£243,664	£246,550	1.2
Kent	£290,914	£296,830	2.0
South East	£317,129	£323,353	2.0
England	£242,982	£248,271	2.2

Over the last 5 years the average cost of buying a home in Medway has risen from £183,881 to £246,550 - a rise of just over 34%.

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

Source: Crown copyright Land Registry Property Prices 21st May 2020
https://www.gov.uk/search-house-prices

Housing affordability
House price to earnings

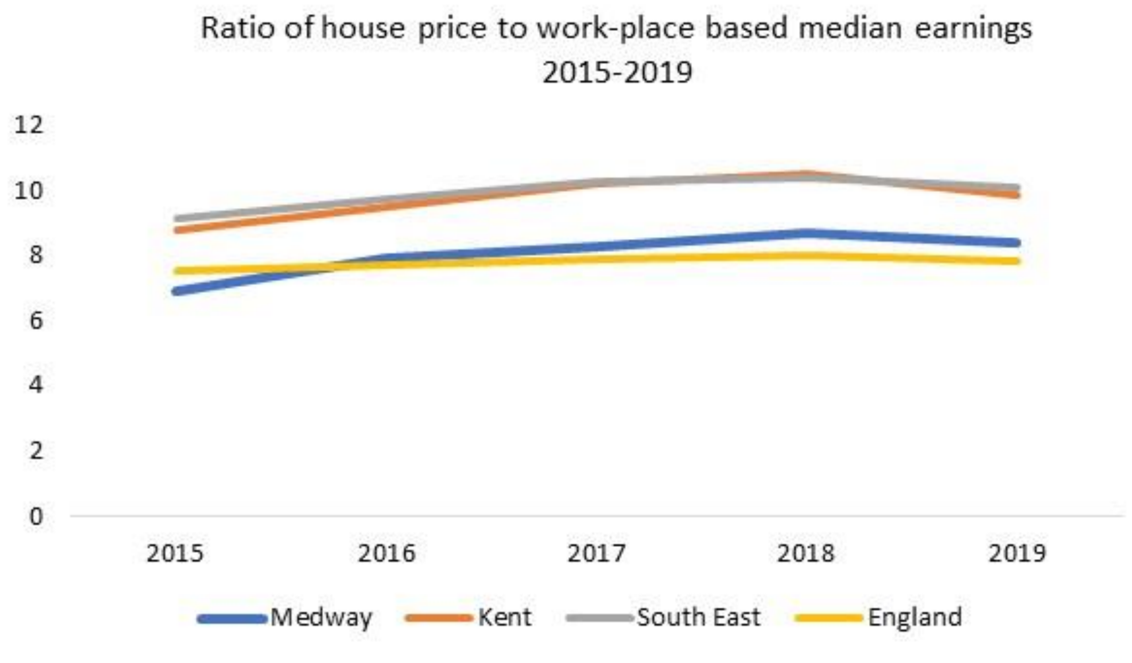
Housing affordability ratios provide an indication of the relative financial accessibility of an area's housing market to local workers. It is calculated by dividing house prices by annual earnings and has been a key element used in the Government's standard method for calculating housing need.

In 2019 the housing affordability ratio in Medway stood at just over 8.4, meaning that the average property in Medway costs a little under eight and a half times the average annual salary. Housing in Medway is less affordable than nationally (7.83), but more affordable than across the South East region (10.23).

Housing affordability in 2019 has improved in Medway for the first time since 2011, having dropped from 8.67 in 2018. This is a trend which is seen nationally, regionally and across Kent.

This slight improvement in property affordability in 2019 is as a result of the largest annual median earnings growth since 2009. This should be seen within the context of seven consecutive years of housing becoming less affordable. Housing in Medway was still more affordable in 2017 for example.

	2015	**2016**	**2017**	**2018**	**2019**	**2018-2019 ratio change**
Medway	**6.90**	**7.93**	**8.28**	**8.67**	**8.41**	**-0.26**
Kent	8.81	9.52	10.23	10.49	9.88	-0.61
South East	9.13	9.76	10.25	10.37	10.12	-0.25
England	7.52	7.72	7.92	8.04	7.83	-0.21



Source – Further information available at:
https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/latest

Affordable Housing

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

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

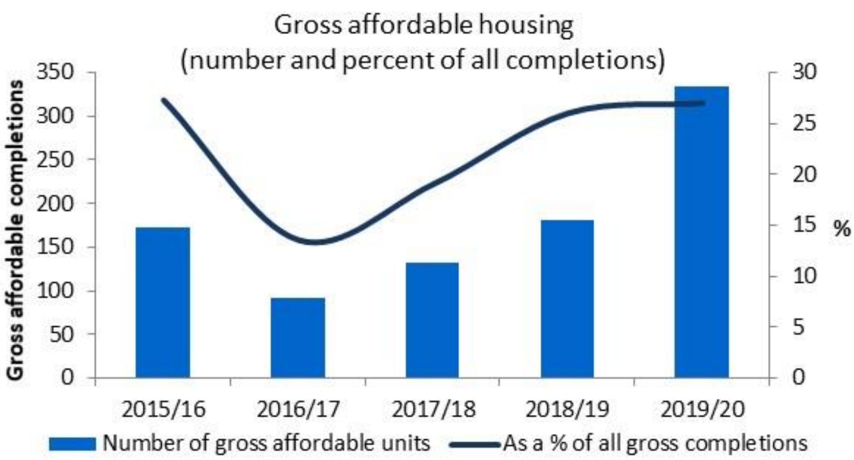
Affordable housing data is collected and reported by the council's Housing Team and is reported as gross numbers.

The number of affordable completions has continued to rise since 2016/17, currently standing at 27% in 2019/20.

For sites built out in the year 2019/20 the breakdown of houses and flats by number of bedrooms is shown in the table below. Over twice as many flats than houses were completed. The majority of new properties were for smaller households providing 1 and 2 bedrooms, although there were also a large number of 3 bedroom properties completed.

Affordable Completions (gross) by property type and number of bedrooms 2019/20		
Number of bedrooms	**Houses/Bungalows**	**Flats**
One	6	96
Two	26	128
Three	57	8
Four or more	12	0
Total	**101**	**232**
Total % split	**29%**	**71%**

Gross affordable completions			
	Gross affordable completions	**Number of gross completions**	**As % of all gross completions**
2015/16	172	630	27%
2016/17	91	675	13.5%
2017/18	132	695	19%
2018/19	181	695	26%
2019/20	**333**	**1,222**	**27%**



Residential completions by property type and size

Nearly three quarters of sites built out were flats/or conversion to flats, mainly 1 or 2 bedrooms.

Completions (gross) on large sites by property type and number of bedrooms 2019/20		
Number of bedrooms	**Houses**	**Flats**
One	13	689
Two	106	549
Three	165	26
Four or more	173	0
Total	**457**	**1,264**
Total % split	**27%**	**73%**

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.

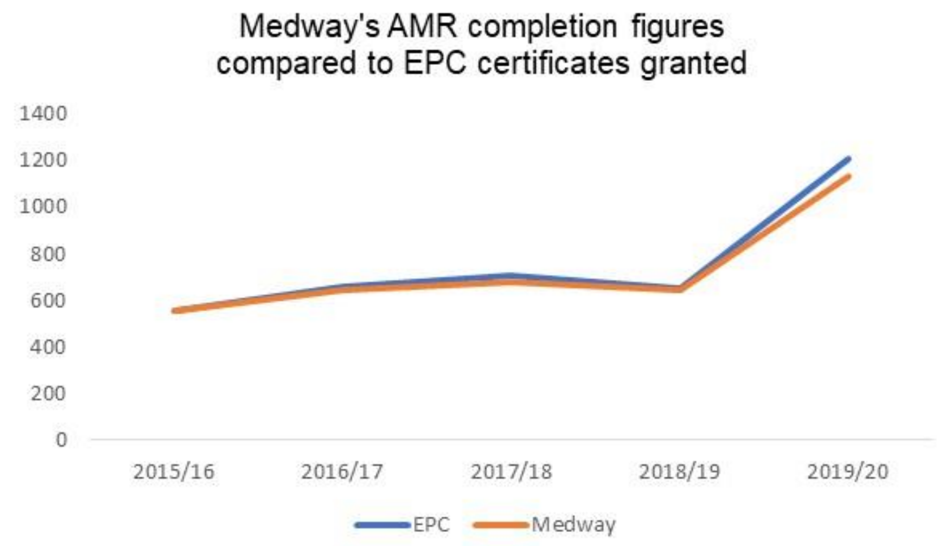
Lodgement Completions - Energy Performance Certificates (EPCs)

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

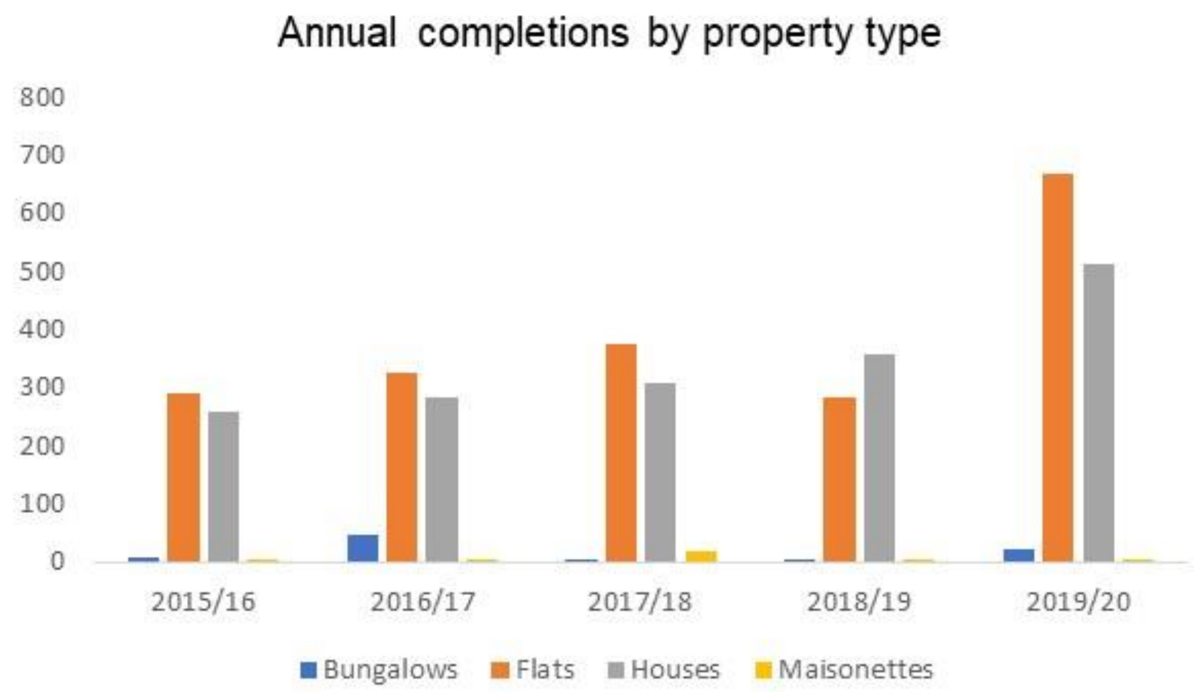
Each type of dwelling is referred to as a lodgement. The number of lodgements is different to the number of actual completions per year due to differences in the EPC requirements and definitions used when counting completions for the annual survey. Using the EPC figures can give an early indication as to what the housing completion figures might be for each year, although this year the difference between the two was larger, which could be due to the challenge of being able to survey sites during the Coronavirus epidemic.

Year	**Total Number of Lodgements**	**Annual comps**	**Difference**
2015/16	556	553	3
2016/17	660	642	19
2017/18	708	680	28
2018/19	653	647	12
2019/20	1,206	1,130	76
Total	**3,783**	**3,652**	**131**

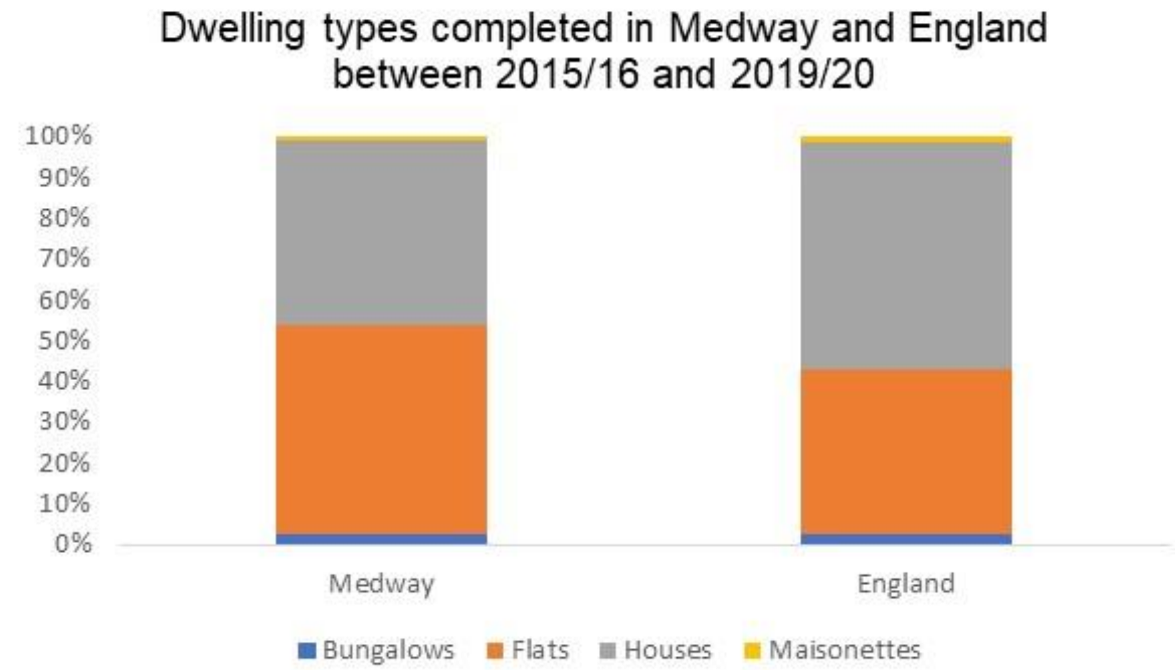


Annual Completions by property type

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:



In 2019/20, 55% of the dwellings registered with an EPC certificate were flats, largely due to the completion of the final blocks at Victory Pier, Gillingham, as well as the redevelopment of mhs flats at Corporation Street, Rochester.



Since 2015/16, the average split of completions has been 45% houses, 51% flats, 2% bungalows and 1% 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 2015/16 – 2019/20		
Type of Dwelling	**Medway (sq.m)**	**England (sq.m)**
Bungalow	74	90
Flats	61	62
Houses	114	113
Maisonettes	81	85

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

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

‘Other’

Houseboats

Using information gained from Council Tax records, during 2019/20, eight houseboats moved into marinas in Medway (Port Werburgh, Port Medway Marina Cuxton, Temple Boatyard Knight Road, Castleview and Medway Bridge), and five moved out, leaving a net gain of three houseboats.

C2 accommodation (residential institutions)

2019/20 saw a net gain of 39 rooms from conversions/extensions to three separate care homes in Chatham, Rochester and Gillingham. It is expected that a further 133 net rooms will be completed within the next 5 years.

Student accommodation
The new student accommodation block at Jeffery Street Gillingham was completed in 2019/20, providing 63 rooms for students. A further 25 rooms are expected to be completed within the next 5 years.

New Homes Bonus

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

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

New Homes Bonus				
2015/16	2016/17	2017/18	2018/19	**2019/20**
£6.0m	£7.5m	£5.3m	£2.5m	**£2.0**

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-2019-to-2020

Gypsies, Travellers and Travelling Showpeople

In 2017, the council commissioned Opinion Research Service (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.

	Gypsy and Traveller Pitches	**Travelling Show people Plots**
Total current authorised residential provision (pitches/plots) as at 31/3/2020	34	29
Residential need 2017-2035 (pitches/plots)	36	3
Completions 1/4/2017 – 31/3/20	10	0
Remaining need to 2035	**26**	**3**

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

Outlined in the tables separately below is the current 5 year supply position for gypsy and travellers and then travelling showpersons. The figures quoted are as at 31st March 2020.

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

5 year land supply for Gypsy and Travellers (2020-2025)	Pitches
A. Overall target 2017-2035 from GTAA 2018	36
B. 5 year target 2017-22 from GTAA[1]	24
C. 5 year target 2022-27 from GTAA	4
D. Annual pitch requirement 2017-22 (B/5)	4.8
E. Annual pitch requirement 2022-27 (C/5)	0.8
F. Completions (1st April 2017 to 31st March 2020)	10
G. Shortfall (D*3 - F)	4.4
H. 5 year target 2020-2025 ([D*2] + [E*3] + G)	16.4
I. Total deliverable supply	0
J. Land supply in years (I/[H/5])	0

5 year land supply for Travelling Showpeople (2020-2025)	Pitches
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 2020-2025 ([D*2] + [E*3] + G)	0.6
I. Total deliverable supply	0
J. Land supply in years (I/[H/5])	0

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

Net additional pitches (Gypsy and Traveller)

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

In January 2020, there were 61 caravans in Medway, of which 10 were socially rented, 41 on authorised sites with permanent/temporary permission and a further 10 on unauthorised sites without planning permission. In addition to this, there were 20 Travelling Showpeople caravans counted.

Gypsy Site Trend

	Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				**Total caravans**
	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		
	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**
July 2019	**10**	2	36	**38**	6	8	0	0	**62**
Jan 2020	**10**	3	38	**41**	5	5	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
2019-20	1	1	2

*including retrospective and lawful development certificates

During the year 2019/20 there were two approvals granted for gypsy and traveller caravans/mobile dwellings;

1. Permanent permission for a change of use of land as a residential caravan site for one gypsy family at the site The Paddock in Sharnal Street, High Halstow

2. Temporary permission for a site at Hildensfield, Matts Hill Road

There were two application refusals at sites in Rainham and Hempstead.

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.

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	0
Three (31/10/2017 – 30/10/2018)	13	1	30/10/2021	-
Four (31/10/2018 – 30/10/2019)	12	1	30/10/2022	-
Five (31/10/2019 – 30/10/2020)	17	0	30/10/2023	-
TOTAL PLOTS REQUIRED	**94**	**2**		
	96			

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

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

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

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

Economy and Employment

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

Market conditions broadly reflect a combination of national economic circumstances and local supply and demand factors. 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. An updated evidence base is being prepared and the Planning Service is liaising with wider services in planning for recovery from the impacts of Covid on the economy.

Amount and type of completed employment floor space

2019/20 – although there were gains made in B1 and B2 employment floorspace this year, this was outweighed by losses. However, there were larger gains in B8 floorspace with the completion of a storage/distribution warehouse at Veetee Rice Ltd on Medway City Estate.

Amount and type of completed employment floor space (sq.m) – 2019/20					
	B1	**B2**	**B8**	**Mixed B**	**Total**
Gross	1,027	371	2,154	0	3,552
Net	-1,085	-1,118	-226	0	-2,429

Amount of completed employment floor space (sq.m) 2015/16- 2019/20					
	2015/16	**2016/17**	**2017/18**	**2018/19**	**2019/20**
Gross	37,371	12,838	11,950	60,733	**3,552**
Net	21,685	517	-25,513	53,685	**-2,429**

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

Just over 97% of employment floor space (gross) was completed on previously developed land.

Amount and type of employment land available

The amount of available floor space for B1/B2/B8/Mixed B with planning permission (not started plus under construction) net of potential losses is **728,516 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 monitoring data shows that the town centres losses continue in all sectors apart from D2, where a counselling support service was opened in Chatham High Street. The council recognises High Streets have been undergoing significant changes over the last decade, and these structural changes have accelerated in the last year.

The new Local Plan will set out strategy and policies for securing the future of Medway's town centres, including a mix of land uses. 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. Further work continues with the Future High Streets Fund, SELEP investments in Gillingham and Covid recovery programme.

Floor space (sq.m) completed for town centre uses (A1/A2/B1/D2) – 2019/20

	A1		A2		B1		D2		Total	
	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Net
Town Centre	235	-2,396	54	-101	0	-919	288	83	577	-3,333
Rest of Medway	3,745	-2,150	182	48	1,027	-166	1,894	-5,821	6,848	-8,089
Total	**3,980**	**-4,546**	**236**	**-53**	**1,027**	**-1,085**	**2,182**	**-5,738**	**7,425**	**-11,422**

Total floor space (sq.m) for town centre use 2015/16-2019/20

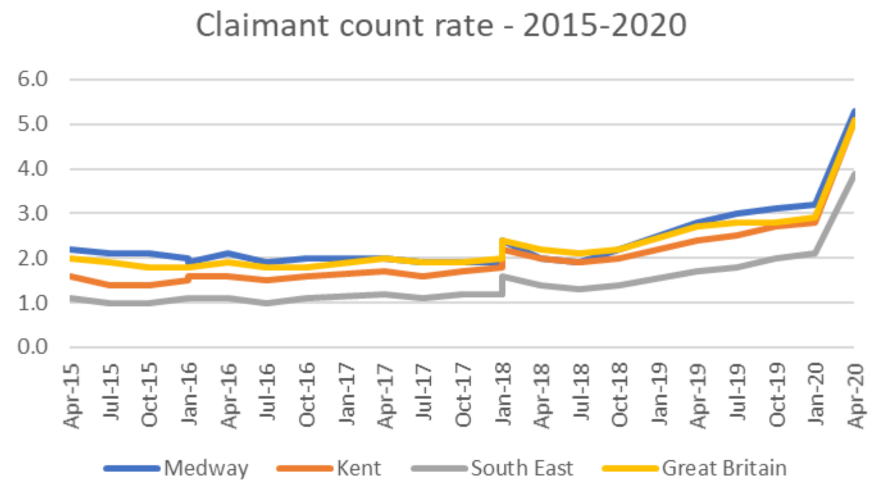
	Town Centres		Rest of Medway		Total floorspace	
Year	Gross	Net	Gross	Net	Gross	Net
2015/16	434	-3,181	12,336	-7,015	12,770	-10,196
2016/17	1,034	-430	17,584	6,665	18,618	6,235
2017/18	540	-4,579	10,542	-11,412	11,082	-15,991
2018/19	576	-1,734	15,324	9,236	15,900	7,502
2019/20	**577**	**-3,333**	**6,848**	**-8,089**	**7,425**	**-11,422**

Job Seekers Allowance and Universal Credit claimant rate

The claimant rate in Medway stood just above the national level in April 2020 at 5.3%. Across all areas the claimant rate has increased significantly in 2020.

In April 2020 the claimant count in Medway at 9,310 claimants stood 88% higher than in April 2019. This was a significant rise in that quarter, as Covid impacts started to be felt. The corresponding trend across the wider area is: Kent +109%, South East +123% and Great Britain +91%.

Claimant rate – 2015-2020				
	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
Jul-19	3.0	2.5	1.8	2.8
Oct-19	3.1	2.7	2.0	2.8
Jan-20	3.2	2.8	2.1	2.9
Apr-20	5.3	5.1	3.9	5.1



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

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

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

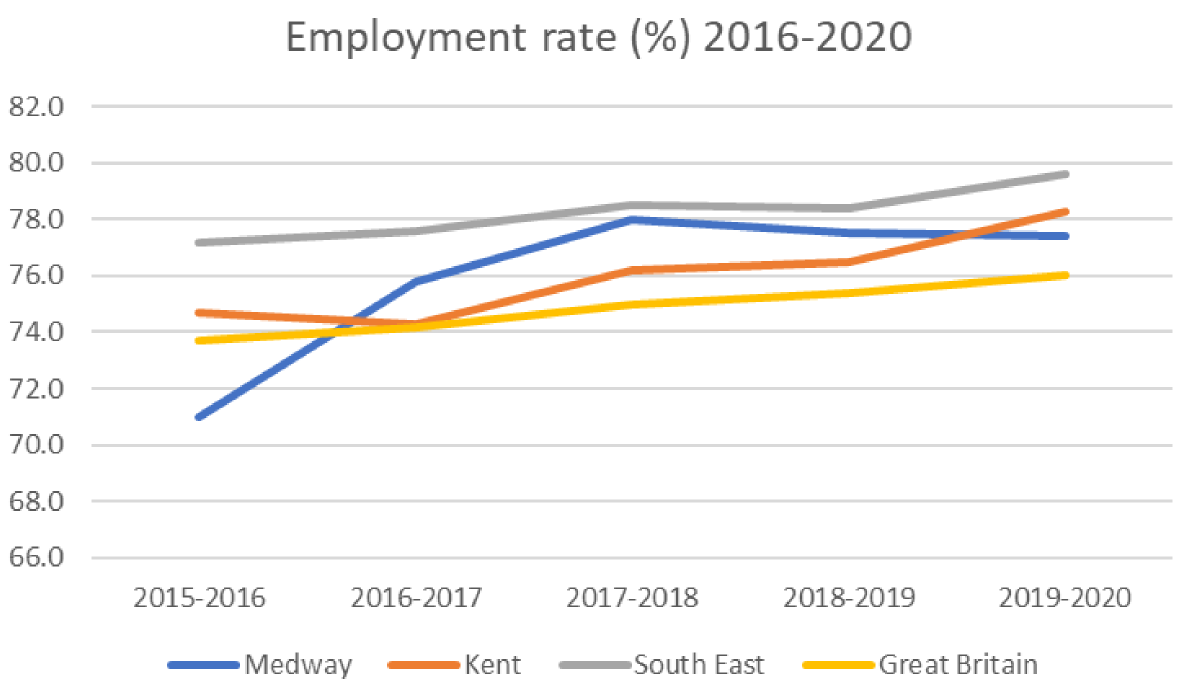
Source - Jobcentre Plus administrative system, via Nomis, ONS.

Employment

In 2020 the employment rate in Medway dipped slightly on the previous year standing at 77.4%. having increased in the four previous years. The employment rate in Medway peaked in 2018 when it reached 78%.

The Medway employment rate continues to stand above the national level of 76% but remains below the regional level of 79.6%.

Employment rate					
	2015/16	**2016/17**	**2017/18**	**2018/19**	**2019/20**
Medway	71.0	75.8	78.0	77.5	77.4
Kent	74.7	74.3	76.2	76.5	78.3
South East	77.2	77.6	78.5	78.4	79.6
Great Britain	73.7	74.2	75.0	75.4	76.0



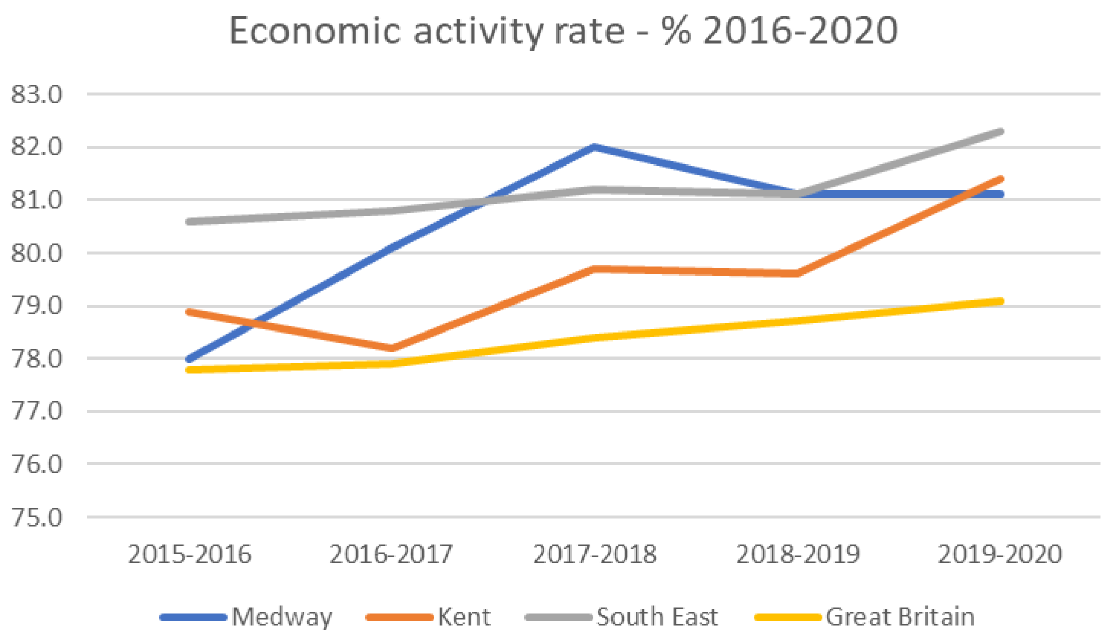
Source: Annual Population Survey, ONS. Available via NOMISweb.

Economic activity

The economic activity level in Medway remained constant in 2020 at 81.1%, having dipped in 2019.

The economic activity rate in Medway remains above the national rate, but stands below the regional level, with the South East seeing an increase in economic activity in 2020.

Economic activity rate					
	2015/16	**2016/17**	**2017/18**	**2018/19**	**2019/20**
Medway	78.0	80.1	82.0	81.1	81.1
Kent	78.9	78.2	79.7	79.6	81.4
South East	80.6	80.8	81.2	81.1	82.3
Great Britain	77.8	77.9	78.4	78.7	79.1



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

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

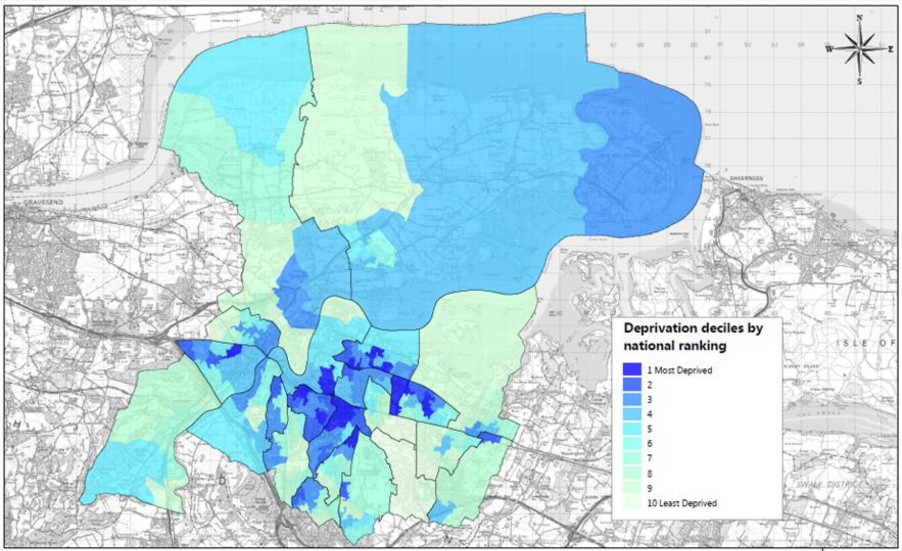
For further information on economic activity and employment go to:

https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/uklabourmarket/september2020

Income and employment deprivation

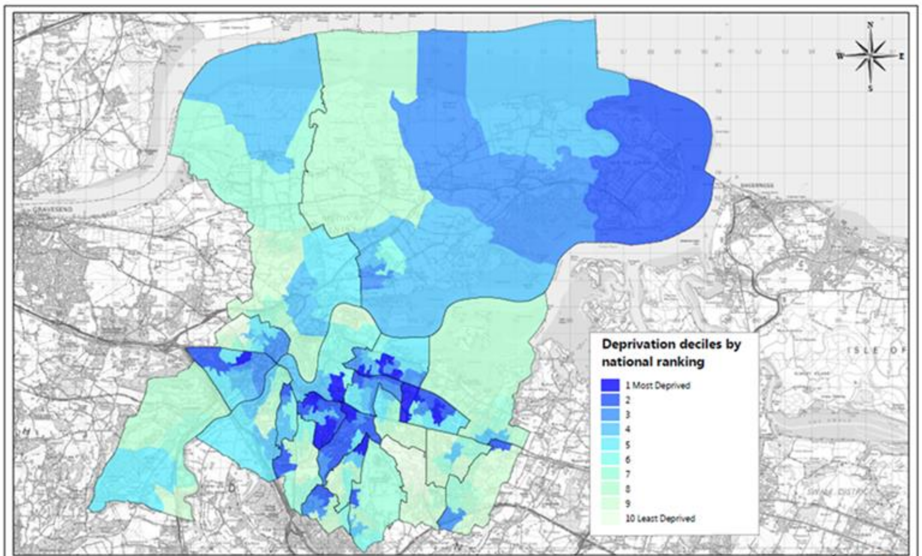
The Indices of Deprivation (IoD) are a unique measure of relative deprivation at a small local area level (Lower-layer Super Output Areas) across England.

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



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

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



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

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

Fuel Poverty

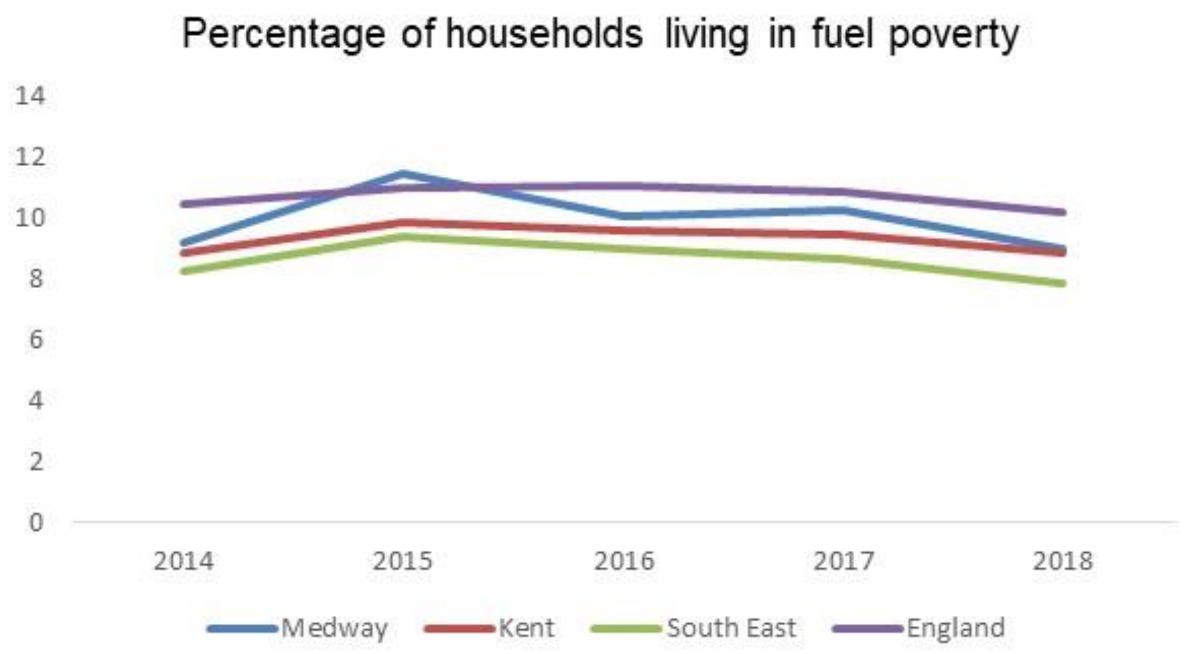
Living in fuel poverty is defined as being on a lower income and living in a home which cannot be kept warm at reasonable cost.

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

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

Percentage of households living in fuel poverty 2014-2018					
	2014	**2015**	**2016**	**2017**	**2018**
Medway	9.2	11.5	10.1	10.3	9.0
Kent	8.9	9.9	9.6	9.5	8.9
South East	8.3	9.4	9.0	8.7	7.9
England	10.5	11.0	11.1	10.9	10.2

Compared with the rest of Kent, the South East and England there seems to have been a spike in Medway in 2015. It is not clear why this occurred, but the latest statistics from 2018 show that across all regions the percentage of households living in fuel poverty has fallen to lower than it was 5 years previously. Medway's current percentage (9%) is less than nationally recorded (10.2%), similar to the rest of Kent (8.9%), but higher than the South East (7.9%).



Out of the thirteen Kent Authorities, five are worse than Medway (an increase of two more from last year). These being Swale at 9.2%, Canterbury and Dover at 10.1%, Shepway at 10.2% and Thanet at 10.7%.

Source:
https://www.gov.uk/government/statistics/sub-regional-fuel-poverty-data-2020

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 remain ranked **11th** out of the top 30 UK ports – with the cargo handled representing 2.8%. The reports do not provide separate information for Chatham.

Medway Ports cargo tonnage is up on last year, but similarly all traffic in England and Wales has generally risen. The majority (95%) of cargo traffic transported via Medway Ports is inward.

Medway Ports traffic cargo – tonnage (000's)				
	2016	**2017**	**2018**	**2019**
All traffic	9,170	8,694	10,204	**13,141**
Inward	8,087	7,854	9,602	**12,476**
Outward	1,084	839	602	**665**

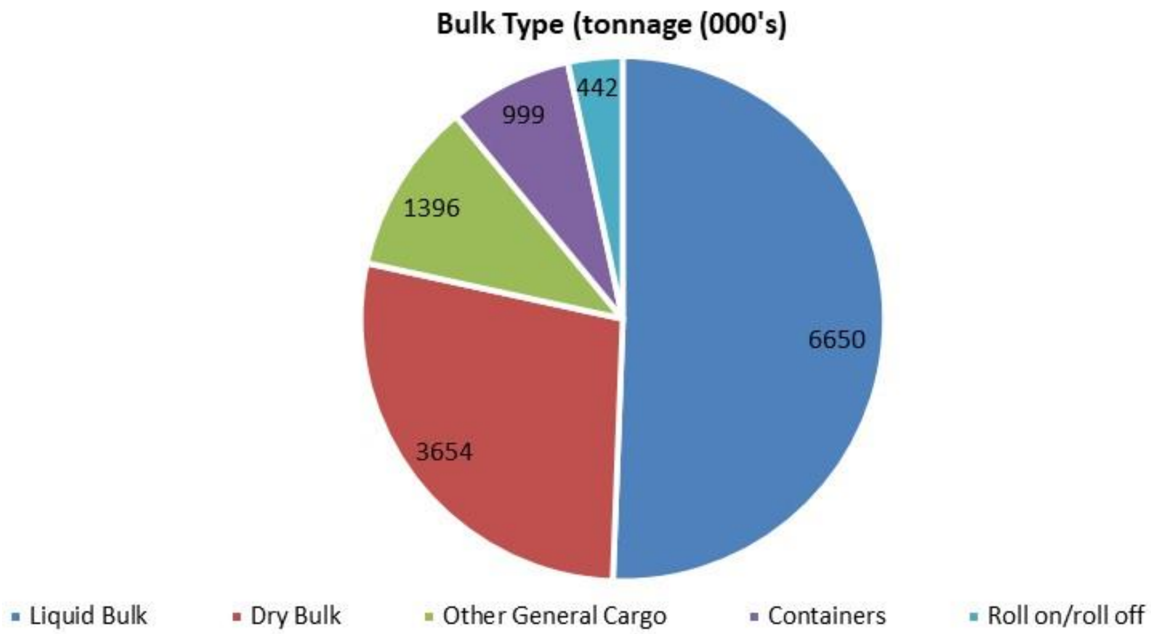
All Majors UK ports traffic cargo – tonnage (000's)				
	2016	**2017**	**2018**	**2019**
All traffic	472,772	470,683	472,056	475,343

Medway Ports – Ship Arrivals – cargo vessels only					
	2016	**2017**	**2017 new basis**	**2018 new basis**	**2019 new basis**
Arrivals	2,834	2,179	1,797	1,788	**1,735**

From 2017 onwards, the data sources used to estimate vessel arrivals 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 (in 2017 figures using the previous and new sources of data were produced).

Bulk type Medway Ports – 2019	
	Tonnage (000's)
Liquefied gas	4,746
Oil products	1,904
LIQUID BULK TOTAL	**6,650**
Ores	155
Agricultural Products	113
Other dry bulk	3,386
DRY BULK TOTAL	**3,654**
Forestry products	899
Iron and steel products	248
General cargo and containers <20'	249
OTHER GENERAL CARGO	**1,396**
CONTAINERS TOTAL	**999**
ROLL ON/ROLL OFF (self-propelled) Import/export of motor vehicles TOTAL	**442**
ROLL ON/ROLL OFF (non self-propelled) TOTAL	**0**
TOTAL TRAFFIC	**13,141**

In 2019, liquid bulk was the largest cargo type handled by Medway Ports at 6,650,000 tonnes – nearly double of that handled in the previous year (3,362,000 tonnes). Liquid bulk includes liquefied gas and oil products. Medway Ports were ranked the top in the UK for handling forestry products, with nearly 900,000 tonnes imported.



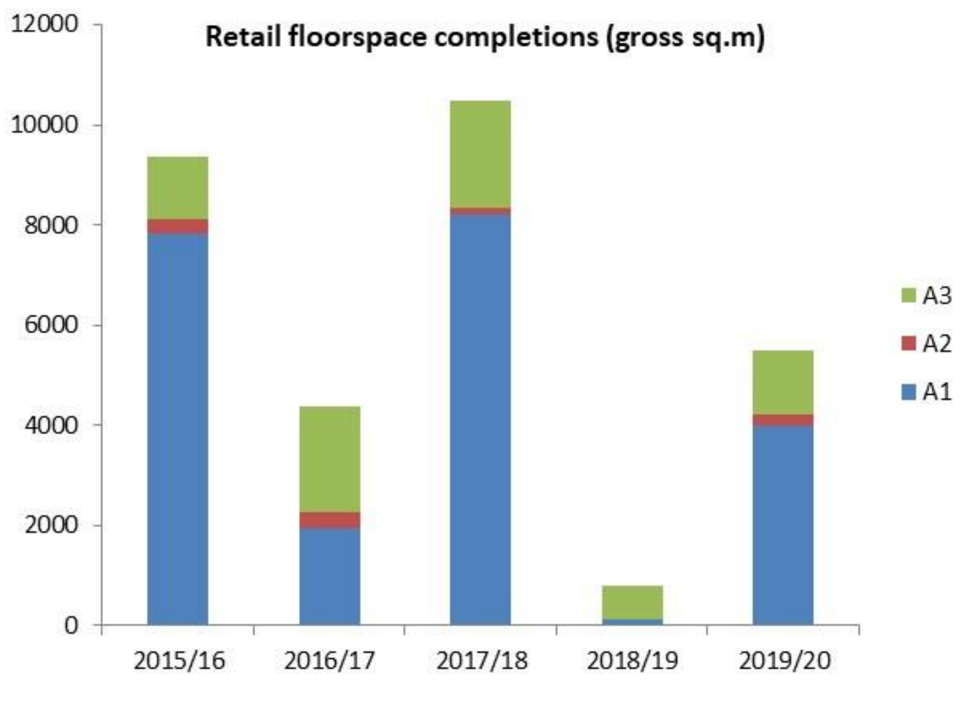
Source: DfT Port Freight statistics, tables Port 0303 (top 30), Port 0602 (arrivals) and Port0400 (bulk type tonnage)
Further information available at:
https://www.gov.uk/government/statistics/port-freight-annual-statistics-2019

Retail and Town Centres

Medway Council seeks to maintain and enhance the vitality and viability of its network of urban and rural centres and support the delivery of appropriate comparison and convenience retail, office, leisure, community, entertainment and cultural facilities. In line with structural changes in retail, the town centres in Medway have faced a number of challenges in recent years. Going forward, new challenges following by the Coronavirus (COVID-19) pandemic will leave a lasting effect on the High Street and Town Centres. The new Local Plan and our Regeneration Strategy, Medway 2035, promotes strategies and policies to secure a vibrant and strong role for Medway's centres in coming years, recognising the restructuring of retail.

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

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



The majority of gross gains in the Town Centres this year were use class A3, cafes and restaurants, including the completion of the Rico Sabor restaurant and Subway store in Rochester and the conversion of the former Fire Station in Chatham to the Fire Station Brasserie.

Town Centre (TC) and Non Town Centre GROSS retail floor space completions A1-A5 (sq.m)						
		2015/16	**2016/17**	**2017/18**	**2018/19**	**2019/20**
A1	**TC**	68	227	194	64	235
	Non TC	7,756	1,728	8,021	50	3,745
	Total	7,824	1,955	8,215	114	**3,980**
A2	**TC**	245	202	70	0	54
	Non TC	34	103	64	0	182
	Total	279	305	134	0	**236**
A3	**TC**	1,141	671	419	61	550
	Non TC	123	1,434	1,728	628	717
	Total	1,264	2,105	2,147	689	**1,267**
A4	**TC**	373	107	60	0	448
	Non TC	252	119	331	78	0
	Total	525	226	391	78	**448**
A5	**TC**	0	36	47	115	0
	Non TC	234	67	58	280	451
	Total	234	103	105	395	**451**
A1-A5	**TC**	1,727	1,243	790	240	1,287
	Non TC	8,399	3,451	10,202	1,036	5,095
	Total	10,126	4,694	10,992	1,276	**6,382**

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. The majority of changes on sites have been to premises swapping to other town centre uses. However, the largest single loss of A1 floorspace (2,145 sq.m) was on the site of the former Co-op in Gillingham High Street, which is going to be converted into a mixed scheme of B1 and D1 uses for the Kent and Medway NHS and Social Care Partnership Trust (KPMT) who provide specialist health services and will amalgamate their operations from two buildings into one. This signals the nature of changes in town centres in coming years.

Town centre development – 2019/20					
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	-2631	235	-2,396	3,980	5.9%
A2	-155	54	-101	236	22.9%
A3	0	550	550	1,267	43.4%
A4	-512	448	-64	448	100%
A5	0	0	0	451	0%
D1	-430	203	-227	1,758	11.5%
D2	-205	288	83	2,182	13.2%
Total	**-3,933**	**1,778**	**-2,155**	**10,322**	**17.3%**

Within Medway there has been a steady net loss of drinking establishments/public houses in recent years with the loss of 12 establishments in 2017/18, with all but one of these being lost to residential use. A year later in 2018/19 a further five pubs went, of which only one remained in retail use. This year a further two pubs were lost, one to a mixed-use development retaining some retail use (A1/A3) as well as residential; the other pub was lost to residential entirely.

The net gain of D2 floorspace was following the opening of a counselling support service in Chatham High Street.

Non Town Centre Activity

A large proportion of the non-town centre A1, A3, A5 and D2 class uses gained was at the former Toys R Us store in Maidstone Road, Chatham, which was subdivided and had new buildings constructed providing an Aldi foodstore, Home Bargains, drive-thru KFC and UFC Gym.

As well as delivering over 840 new homes (the final 194 being delivered this year), the completion of the mixed use development at Victory Pier provided nearly 500sq.m A1-A3 floorspace, approximately 170sq.m D2 floorspace, 170sq.m B1 floorspace and over 800 sq.m of D1 floorspace. In previous years, over 500 student bedrooms, 60 extra care units and a Premier Inn hotel had been delivered on the site.

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

Current projects include:

- Development of play areas
- Horsted Valley improvements
- Completion of the Command of the Heights project
- Cockham Community Parkland

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 National Lottery Heritage Fund.

The work started on site in Fort Amherst on 1 October 2018 and the final element of the works down at Chatham Waterfront (Riverside) was completed in July 2020 and the area is now open to the public.

The project has transformed areas of historic value including the Barrier Ditch in Chatham, a critical part of Chatham's historic defences and Spur Battery within Fort Amherst which was once used for troop encampments, siege warfare and military punishment.

The project involved:

- the demolition of Riverside One, which sat in the historic Barrier Ditch 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 previously closed areas of the fort making them available for public access
- the transformation of Spur Battery into an amphitheatre with seating for outdoor performance

Down at Riverside the project unearthed archaeology previously thought to be destroyed:

- 3 brick chambers (casemates) that would have been gun positions to defend the river
- the buried remains of the Barrier Ditch wall itself
- military lithographic print blocks


Casemates at Chatham Riverside

The project was successful in securing a grant increase from National Lottery Heritage Fund to incorporate the casemate finds into the completed works so that the public can engage with this important history of the area.
Throughout the project there have been opportunities to learn about Chatham’s heritage, including the history behind Gun Wharf which was the original location of the Tudor dockyard.

Horsted Valley

Horsted Valley open space is a mosaic of natural habitats ranging from rare chalk grasslands to ancient semi-natural woodland. Along with important landscape and ecological features it includes amenities such as football pitches, play areas and walking routes.

The Council is working on a project aiming to promote access through Horsted Valley by formalising walking routes, as well as interpretation panels, so that users can learn while exercising or enjoying the site.

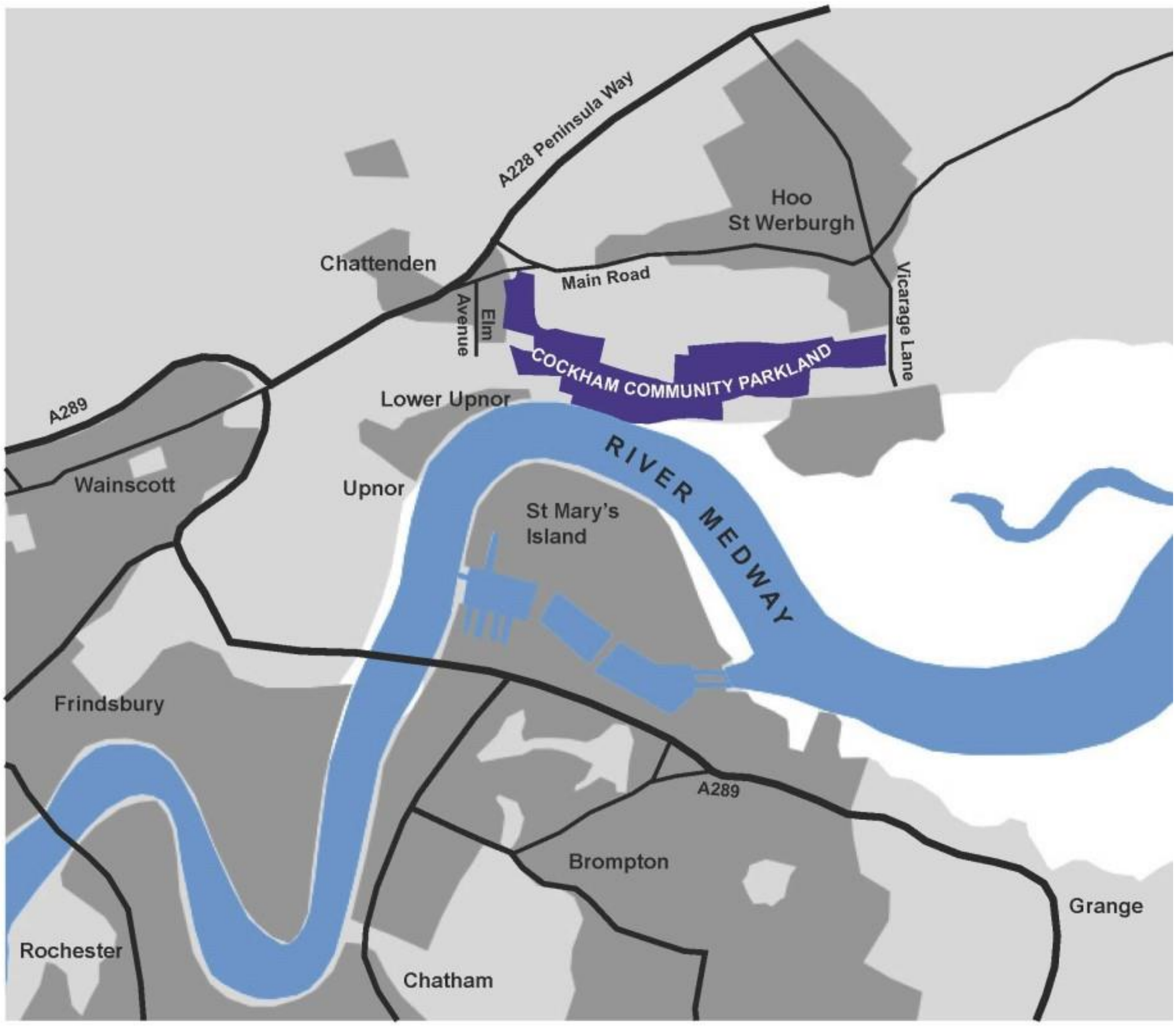
This project also aims to encourage community involvement, grow existing and new partnerships, and increase the value of our natural capital.

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

Cockham Community Parkland

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

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



Features could include:

- providing safe and attractive routes connecting Main Road to Vicarage Lane for dog walkers, walkers and cyclists
- creating new wildflower meadows, hedges and wooded areas where wildlife can flourish
- creating a new orchard and space for a visitor centre in the future
- providing space for picnics, play and woodland trails
- offering outstanding views of the estuary, the river and Medway

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

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 2019 seven sites received the Green Flag award.

Green flag sites – year awarded		
July 2015	**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 2016	**6**	
July 2017	**7**	
July 2018	**7**	
July 2019	**7**	

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/

Hillyfields community park, Gillingham

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 by raising awareness and influencing behavioural change. Recent focus has been on working closely with schools in Medway through the KM Green School Awards to raise awareness of the sources, impacts and solutions to reducing air pollution.

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

Medway Council's priorities for the coming year are to continue with the work on the measures outlined in the AQAP, and progress the implementation of the corporate Climate Change Action Plan.

The Council is 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 developed 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 2020, which contains further information on monitoring results, trends and progress on the AQAP is available here:

http://www.kentair.org.uk/home/text/454

Ultra Low Emission Vehicle Licensing

The Department for Transport publishes statistics on the number of vehicles licensed every quarter. The following table shows the number of Ultra Low Emission Vehicles (ULEVs) licensed in Medway since 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 430%, which is a faster pace than Kent and the UK, but slightly slower than the South East.

Number of ULEVs licenced						
	2015/16	**2016/17**	**2017/18**	**2018/19**	**2019/20**	**% increase since 2015/16**
Medway	**475**	**813**	**1,273**	**1,799**	**2,527**	**432%**
Kent	3,765	6,136	9,171	12,914	17,669	369%

Number of ULEVs licenced						
	2015/16	**2016/17**	**2017/18**	**2018/19**	**2019/20**	**% increase since 2015/16**
South East	39,140	71,337	106,768	156,294	212,052	441%
UK	211,991	359,863	543,818	762,559	1,039,306	390%

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 still has 724 entries in the national list of buildings of special architectural or historic importance, but the composition has changed from last year to:

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

The changes result from a Certificate of Immunity expiring and the Scheduling of Cliffe Explosives Works in June 2019. Historic England undertook an archaeological survey and analysis prior to the Scheduling, which can be downloaded here:

https://research.historicengland.org.uk/Report.aspx?i=14963

For more information on listings see:

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

Health and Communities

Life expectancy

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

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

The latest information available at Local Authority level covers the period 2016-2018. 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					
	2012-14	**2013-15**	**2014-16**	**2015-17**	**2016-18**
Male	78.6	78.4	78.4	78.8	**79.0**
Female	82.1	82.0	82.2	82.5	**82.6**

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

England life expectancy Years					
	2012-14	**2013-15**	**2014-16**	**2015-17**	**2016-18**
Male	79.4	79.5	79.5	79.6	**79.6**
Female	83.1	83.1	83.1	83.1	**83.2**

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

Ward Data

The 2019 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 2019 – wards		
	Male	**Female**
Chatham Central	75.2	79.5
Cuxton and Halling	85.2	86.1
Gillingham North	76.1	80.5
Gillingham South	76.5	80.2
Hempstead and Wigmore	84.5	84.7

Lordswood and Capstone	81.7	85.7
Luton and Wayfield	76.4	82.5
Peninsula	78.6	83.3
Princes Park	79.4	82.2
Rainham Central	82.3	86.8
Rainham North	80.8	86.1
Rainham South	80.8	83.4
River	75.7	84.2
Rochester East	77.4	84.2
Rochester South and Horsted	79.3	81.0
Rochester West	79.1	83.4
Strood North	79.1	82.3
Strood Rural	80.2	83.6
Strood South	77.7	83.1
Twydall	78.2	83.1
Walderslade	81.0	84.0
Watling	78.0	78.9
Medway	**79.2**	**83.1**

Source: Medway life expectancy Public Health Profile 2018, – Public Health England © Crown Copyright.
Life expectancy at ward level supplied by the Public Health Team who use Primary Care Mortality Database and ONS lower level population estimates to calculate the life expectancy for each ward in Medway
See glossary for 'life expectancy' definition.

Mortality

The death rate in Medway as measured by the Standardised Mortality Ratio (SMR – see glossary for definition) stands above the national level but has remained at the same level as last year. The death rate in Medway also continues to be higher than the South East and Kent.

In England and Wales deaths due to dementia and Alzheimer disease continued to be the leading cause of all deaths accounting for 12.5%, followed by Ischaemic heart diseases at 10.4%, then chronic lower respiratory diseases and cerebrovascular diseases, both at 5.9%.

Standardised mortality ratio					
	2015	**2016**	**2017**	**2018**	**2019**
Medway	111	103	104	110	**110**
Kent	97	98	97	99	**99**
South East	92	92	93	91	**92**
Eng/Wales	100	100	100	100	**100**

Medway - Standardised mortality ratio by gender					
	2015	**2016**	**2017**	**2018**	**2019**
Male	112	108	100	110	**110**
Female	110	99	109	110	**109**

Source:
https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/deathsregistrationsummarytables/2019

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

Hot food takeaway guidance

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

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

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

Obesity and poor diet can lead to serious health issues for our local population. 69.6% of adults in Medway are overweight or obese, compared to an England average of 62.3% (and a South East average of 60.9%) – all increasing from the percentage the year before. The rates of overweight children in Medway has increased in both reception (24%) and year 6 (36.2%) and are still higher than the South East and England averages (30.3% and 34.3%, respectively). Medway Council has set out ambitions to improve the health and associated life chances of local people.

Percentage classified as overweight or obese						
		%				
		2014/15	**2015/16**	**2016/17**	**2017/18**	**2018/19**
Reception (age 4/5)	Medway	21.6	21.8	22.6	23.4	**24.0**↑
	South East	20.3	20.9	21.4	20.6	**21.2**↑
	England	21.9	22.1	22.6	22.4	**22.6**↑
Year 6 (age 10/11)	Medway	34.0	33.8	35.5	34.0	**36.2**↑
	South East	30.1	30.8	30.6	30.8	**30.3**↓
	England	33.2	34.2	34.2	34.3	**34.3**=
Adult 18+	Medway	*	67.8	64.6	69.2	**69.6**↑
	South East	*	59.7	59.7	60.3	**60.9**↑
	England	*	61.3	61.3	62.0	**62.3**↑

*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 three applications during 2019/20.

The following table shows the number of applications relating to hot food takeaways that were received during the year (3 applications):

Application theme - 2014/16 – 2019/20					
	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
2019/20	**0**	**3**	**0**	**0**	**3**

Application outcome - 2014/16 – 2019/20				
	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
2019-20	**0**	**1**	**2**	**3**

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.
- Quit smoking – services to assist and support this are provided
- Healthy Way - healthy way is a free programme that supports residents to adopt a healthier lifestyle through diet, stress management and behaviour change
- Healthy Mind – supporting mental health
- Healthy child – breastfeeding, school programmes, family cookery classes, early years
- Alcohol and your health – substance misuse support
- Lose weight – courses are offered to help both adult eight loss and family weight management (Tri for you)
- Healthy Workplace – this programme helps businesses of all sizes become healthier places to work
- 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 2018-19 'Healthy Minds, Healthy People' click on the link below:

https://www.medway.gov.uk/downloads/file/4629/annual_public_health_report_-_2018_to_2019

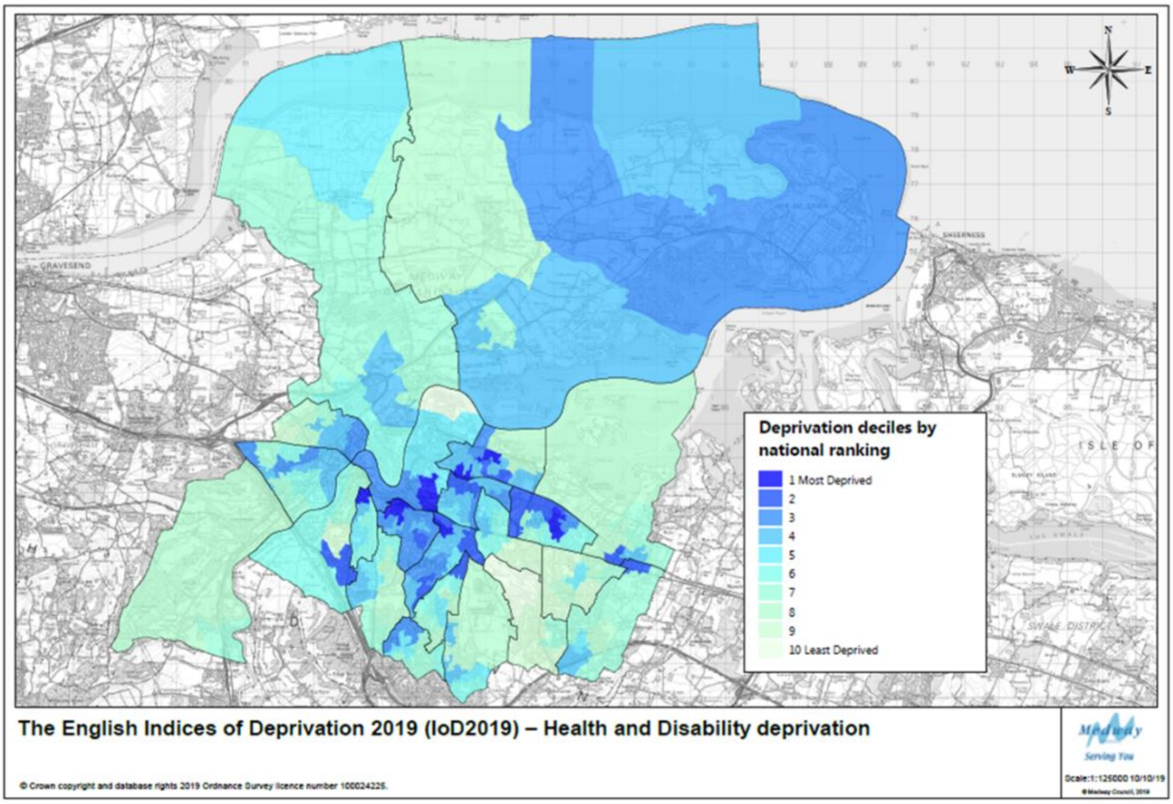
Health Deprivation

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

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. Both England and Medway have improved over the 3 years, with Medway performing slightly above the England average.

Average attainment score 8 per pupil			
	2017	**2018**	**2019**
Medway	45.7	46	46.6
England	44.6	44.5	44.7

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 for Schools

Permission (reference MC/19/2530) was granted to build a brand new secondary school (The Leigh Academy) in Rainham with access from Otterham Quay Lane, together with associated car parking and drop-off area, pedestrian access, drainage, landscaping, sports pitches and areas for formal and informal outdoor play.

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:

- Abbey Court School, Cliffe Road, Strood, Rochester
- Sir Joseph Williams Mathematical School Maidstone Road Rochester
- St William of Perth RC Primary School Canon Close Rochester
- The Hundred of Hoo Academy Main Road Hoo
- Halling Primary School Howlsmere Close Halling.

Application Number	Address	Works/Description
MC/19/0738	St Peter’s Infant School, Holcombe Road, Rochester	Installation of an external escape stair to an existing first-floor door
MC/190631	The Thomas Aveling School Arethusa Road Rochester	Erection of a dining/multi-use canopy
MC/19/0967	Phoenix Junior Academy Glencoe Road Chatham	Construction of canopy and installation of fencing around existing football pitch
MC/19/1000	St James Ce Voluntary Aided Primary School High Street Isle of Grain	Construction of canopy to school playing field
MC/19/1006	Rochester Grammar School for Girls Maidstone Road Rochester	Construction of an extension to existing gym block including changing rooms and fitness suite, conversion of existing gym to activity studio, construction of a two storey two classroom art block and additional community use car parking for sports hall (part demolition of existing gym block)
MC/19/1225	Bligh Infant School Bligh Way Strood	Installation of boundary fencing ranging from 1m to 2.4m including pedestrian access gates
MC/19/1585	Rainham School for Girls Derwent Way Rainham	Construction of canopy to school courtyard
MC/19/0792	St Andrews School 28 Watts Avenue Rochester	- Installation of air conditioning units, wall mounted canopy, free-standing play canopy and two lighting poles
MC/19/2064	The Hundred of Hoo Academy Main Road Hoo St Werburgh	Demolition of an existing single-storey modular classroom, together with proposed engineering works and construction of retaining walls/ stepped access to provide a level site.
MC/19/2065	The Hundred of Hoo Academy Main Road Hoo St Werburgh	Outline planning application with some matters reserved (appearance, landscaping) for the construction of a two storey classroom block located in-place of an existing single-storey modular classroom building to provide additional teaching classrooms for special educational needs
MC/19/2209	Rainham Mark Grammar School Pump Lane Rainham	Construction of a single storey extension to facilitate a proposed dining hall and study space with associated landscaping - Partial demolition of external dis-used minibus shelter
MC/19/2520	St William Of Perth RC Primary School Canon Close Rochester	Removal of all existing wire fencing and gates and installation of royal blue steel metal fencing and gates at the front of the school together with the construction of a bike store to the left-hand side front of the school.
MC/19/3345	St Michaels RC Primary School, Hills Terrace Chatham	Replacement of existing fence and vehicular access gate

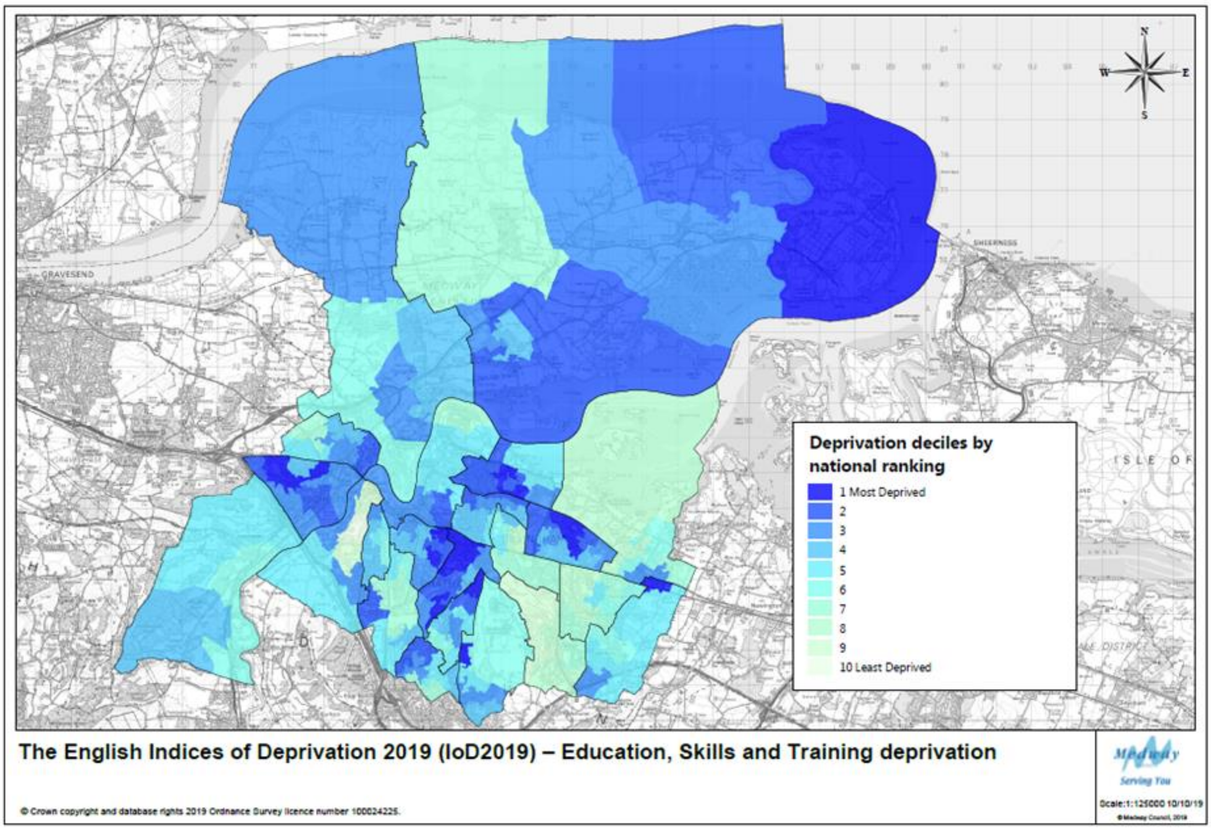
Education, Skills and Training Deprivation

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

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

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

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



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

Infrastructure
Developer Contributions

The government requires all local authorities to publish an Infrastructure Funding Statement (IFS) on an annual basis. This covers information on developer contributions/obligations relating to Section 106 agreements. The first IFS is due to be published by the end of December 2020 and will cover the following information:

- All developer contributions received 01/04/2019 – 31/03/2020
- All expenditure of developer contributions during 01/04/2019 – 31/03/2020
- Information on Affordable Housing provision
- Information on future infrastructure provision

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

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

Transport

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

Local Transport Plan

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

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

External Funding

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

Housing Infrastructure Fund - £170m secured from Homes England to invest in highways improvement and increased capacity at Four Elms, and access to/from the Hoo Peninsula and the introduction of passenger rail services to Hoo.

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.

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 2021.

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

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

Estimated traffic flows for cars and all vehicle types

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

Car Traffic – Million miles

	*2016	*2017	*2018	2019	% change 2018/19
Medway	741	747	743	**751**	+1.08
Kent	7,353	7,423	7,461	**7,507**	+0.62
South East	44,934	45,361	45,168	**45,571**	+0.89
England	226,805	231,496	234,388	**239,780**	+2.30

**Estimates for the period since 2010 have been revised to take into account the minor road benchmarking exercise so will therefore be different to the figures published in previous AMRs. Further details available at:*
https://www.gov.uk/government/publications/road-traffic-statistics-minor-road-benchmarking

After a brief fall last year in Medway, this year 2019 both the car traffic figure and the motor vehicle traffic figure have risen to the highest levels since records began in 1993. This is broadly consistent on a regional and national level. Huge changes were seen in 2020 with impacts from Covid. These will be reflected in monitoring data published next year.

Motor Vehicle Traffic – Million miles

	*2016	*2017	*2018	2019	% change 2018/19
Medway	933	943	938	**951**	+1.39
Kent	9,635	9,730	9,827	**9,883**	+0.57
South East	56,657	57,185	57,152	**576,66**	+0.90
England	290,270	296,338	300,138	**306,524**	+2.13

**Estimates for the period since 2010 have been revised to take into account the minor road benchmarking exercise so will therefore be different to the figures published in previous AMRs. Further details available at:*
https://www.gov.uk/government/publications/road-traffic-statistics-minor-road-benchmarking

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 2018/19 8.4 million bus passenger journeys were made in Medway. Medway has seen a rise (2.44%) in bus usage over the past year compared with Kent, South East and England, who all saw falls on the previous year.

Passenger journeys on local bus services - millions				
	2016/17	2017/18	2018/19	% change 2018/19
Medway	8.7	8.2	**8.4**	+2.44
Kent	56.7	55	**53.6**	-2.55
South East	356.3	350.2	**348.6**	-0.46
England	4,437.8	4,347.7	**4,318.3**	-0.68

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 - millions					
Station	**2015-16**	**2016-17**	***2017-18**	**2018-19**	**% change 2018-19**
Chatham	2.77	2.74	2.73	**2.73**	-0.003
Cuxton	0.04	0.04	0.05	**0.06**	+13.42
Gillingham	2.63	2.73	2.74	**2.75**	+0.12
Halling	0.06	0.07	0.09	**0.1**	+0.63
Rainham	1.78	1.82	1.82	**1.93**	+6.15
Rochester	1.39	1.63	1.82	**2.06**	+13.19
Strood	1.2	1.13	1.07	**1.19**	+11.43

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

Since the 2015-16 data was published Rochester Station has been relocated. There has been a noticeable increase in user numbers each year since then; with the completion of housing at Rochester Riverside in 2018/19 an increase of over 13% on the previous year was seen. 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:
https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/
Station usage 2018/19 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**	**2019**
Hazardous	25,873.97	25,598.97	30,060
Household, Industrial and Commercial	523,579.03	629,289.50	477,645
Construction, Demolition and Excavation	109,934.10	125,973.45	298,745
Total	659,387.10	780,861.92	806,450

Waste removed (tonnes)			
	2017	**2018**	**2019**
Hazardous	16,921.58	18,745.55	19,185
Household, Industrial and Commercial	589,191.99	598,172.53	474,032
Construction, Demolition and Excavation	19,474.47	22,070.99	40,364
Total	625,588.04	638,989.07	533,581

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.

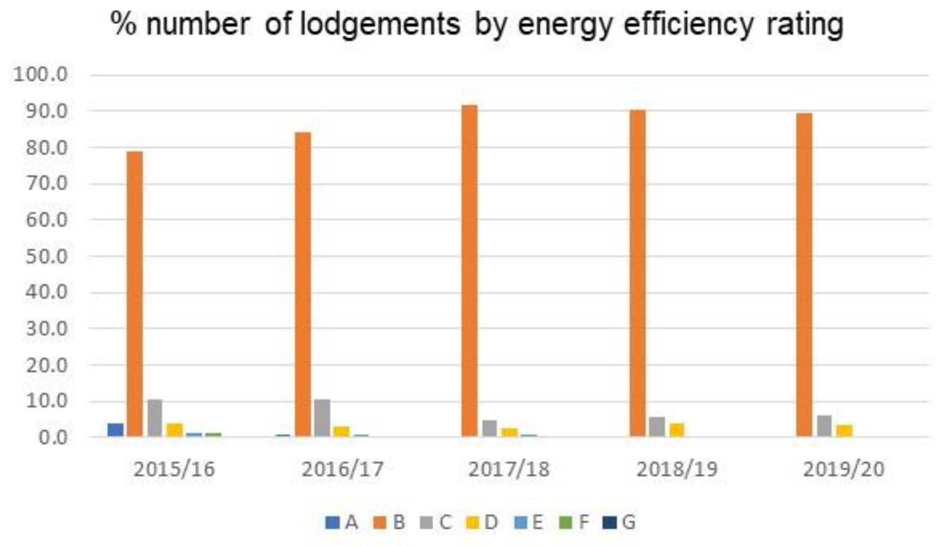
New dwellings - Energy Efficiency (based on fuel costs)

Since 2015/16 the majority of dwellings (89.6% in 2019/20) have been constructed to a B energy efficiency rating (based on fuel costs). This is consistent with the rest of England, although England's overall percentage of B ratings is lower (81.7%), due to there being higher levels of C ratings (11.2% compared to Medway's 6.2%).

This year 2019/20 Medway saw a slight rise in the A rating along with a fall to rating B. Rises have continued in rating C, and in 2019/20 Medway saw the same % of E ratings delivered as England (1.4%), but has continued to deliver zero homes in the least efficient ratings of F and G (compared to England's 0.3 and 0.1% respectively).

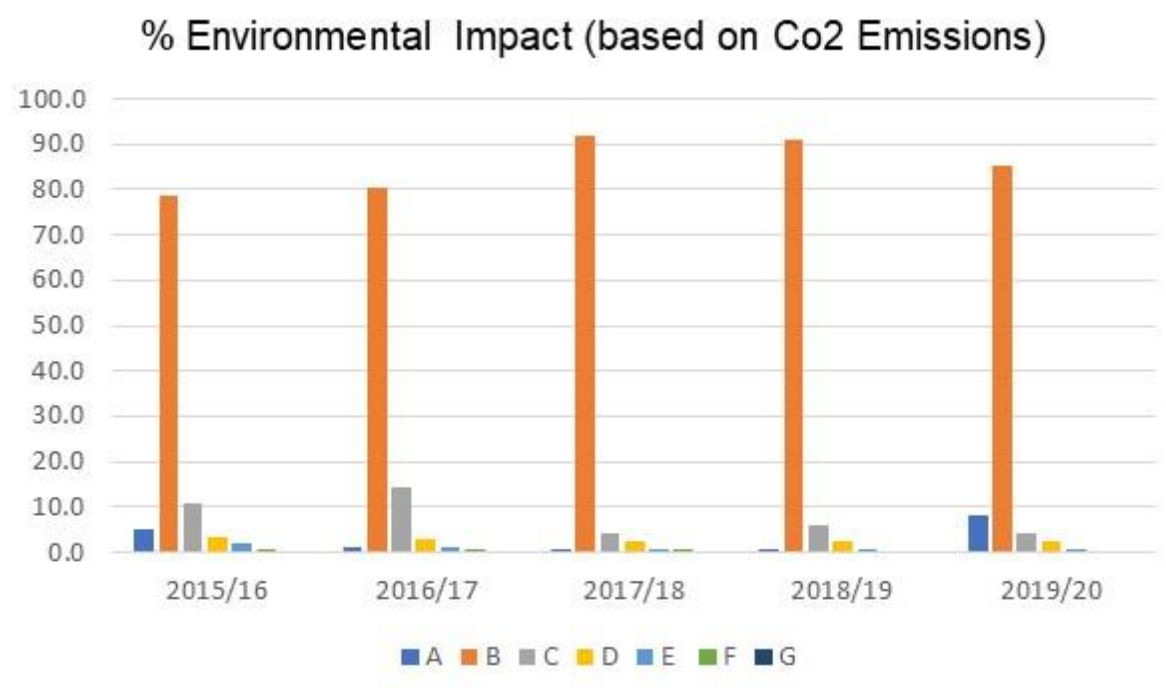
% Medway Number of lodgements by energy efficiency rating (based on fuel costs)

Year	A%	B%	C%	D%	E%	F%	G%
2015/16	4.0	78.8	10.6	4.0	1.3	1.4	0.0
2016/17	0.8	84.2	10.5	3.0	0.9	0.5	0.2
2017/18	0.0	90.2	4.8	2.5	0.5	0.1	0.0
2018/19	0.0	90.2	5.5	3.8	0.3	0.0	0.0
2019/20	**0.2**	**89.6**	**6.2**	**3.6**	**1.4**	**0.0**	**0.0**
England 2019/20	*1.3*	*81.7*	*11.2*	*4.0*	*1.4*	*0.3*	*0.1*



New Dwellings - Environmental Impact (based on CO2 Emissions)
Similar to the energy efficiency rating based on fuel costs, the majority of new homes have been constructed to a B rating. This year 2019/20 the percentage of rating B dwellings has fallen slightly, but this is good news as it was due to rise in the most efficient A rating (8%). D and E ratings have both reduced slightly and no new homes have been constructed to F rating for the past 2 years (and no G ratings since records began in 2008). Compared to England, Medway has broadly produced similar building environmental impact ratings, with most new dwellings reporting ratings A, B and C.

Medway New Dwellings - Environmental Impact (based on CO2 Emissions)							
Year	**A%**	**B%**	**C%**	**D%**	**E%**	**F%**	**G%**
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	91.9	4.0	2.4	0.7	0.1	0.0
2018/19	0.6	91.0	5.8	2.3	0.3	0.0	0.0
2019/20	**8.0**	**85.5**	**4.1**	**2.2**	**0.2**	**0.0**	**0.0**
England 2018/19	*11.7*	*76.1*	*7.5*	*3.4*	*0.8*	*0.4*	*0.3*



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

Glossary

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

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).

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

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

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

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)