



Medway Council infrastructure Delivery Plan (2021)

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1. Executive summary

The Infrastructure Development Plan (IDP) has been produced by Medway Council (the Council) to support the Medway Local Plan 2021-2037. The IDP provides:

- A definition of infrastructure
- An analysis of present infrastructure capacity
- Background around infrastructure that has been delivered recently
- A programme of infrastructure that is needed for the Local Plan to be sustainably delivered

The IDP has been in development since 2016, reflecting each stage of the local plan preparation in consultation with relevant partners and infrastructure providers. Parallel to this IDP, Medway Council is also progressing several area-based master plans and supporting neighbourhood planning across the borough to ensure local infrastructure requirements are considered in an inclusive way. Where appropriate, infrastructure proposals and projects identified through relevant area-based frameworks and community-led plans have been reflected in this IDP. The IDP is informed by organisational service plans and strategies, the Council's Corporate Plan and Capital Strategy, and the growth ambitions set out in Medway 2035 regeneration strategy and the Local Plan. Where appropriate, it has built upon the information gathered through other infrastructure planning evidence base work and discussions.

The Government's National Planning Policy Framework (NPPF) requires all development plans to be prepared with the objective of contributing to the achievement of sustainable development, and to seek opportunities to meet the development and infrastructure needs in their area. Development plans are also expected to be shaped by early, proportionate, and effective engagement between plan-makers and other stakeholders, including with infrastructure providers and statutory consultees in the area. The development plan taken as a whole is expected to provide a spatial strategy that addresses relevant strategic priorities in the area, include adequate provision for infrastructure, and allocate sufficient sites for development, having considered cross-boundary needs/issues. All plan policies are expected to be supported by relevant, up-to-date, and proportionate evidence. Work on the Local Plan evidence base, particularly the IDP and Strategic Transport Assessment, show that the delivery of infrastructure is critical to the success of Medway's growth. Technical assessments of the transport network have identified several priority areas, such as the strategic links around the Medway Tunnel and key junctions where investment is needed to increase the capacity to meet growth needs from new development.

The need for new health and community infrastructure is also acute, with the pandemic highlighting the need for a new approach to primary care, as highlighted in the Government's recent White Paper. Similarly, new growth will require new schools and other services, as well as sports facilities and open spaces, and upgrades to existing sites. This IDP considers these requirements in the round and what funding sources are available to address infrastructure needs and constraints. The creation of an expanded rural town at Hoo will generate significant requirements for new infrastructure of all kinds, including health, sports, and other community facilities, as well as schools, libraries, and youth centres, to be funded through developer contributions. Furthermore, infrastructure has a key role to play in addressing climate change and its impacts, including through the provision of sustainable modes of transport, flood resilience and mitigation, and a wide range of other matters.

This IDP forms a key part of the evidence base for the forthcoming update to the Medway Guide to Developer Contributions, which is intended to secure greater community benefits in line with government requirements as set out in Planning Practice Guidance and Regulation 122 tests.

The diagram below spatially summarises the key infrastructure interventions required in Medway over the plan period to 2037.

Medway Key Infrastructure Diagram

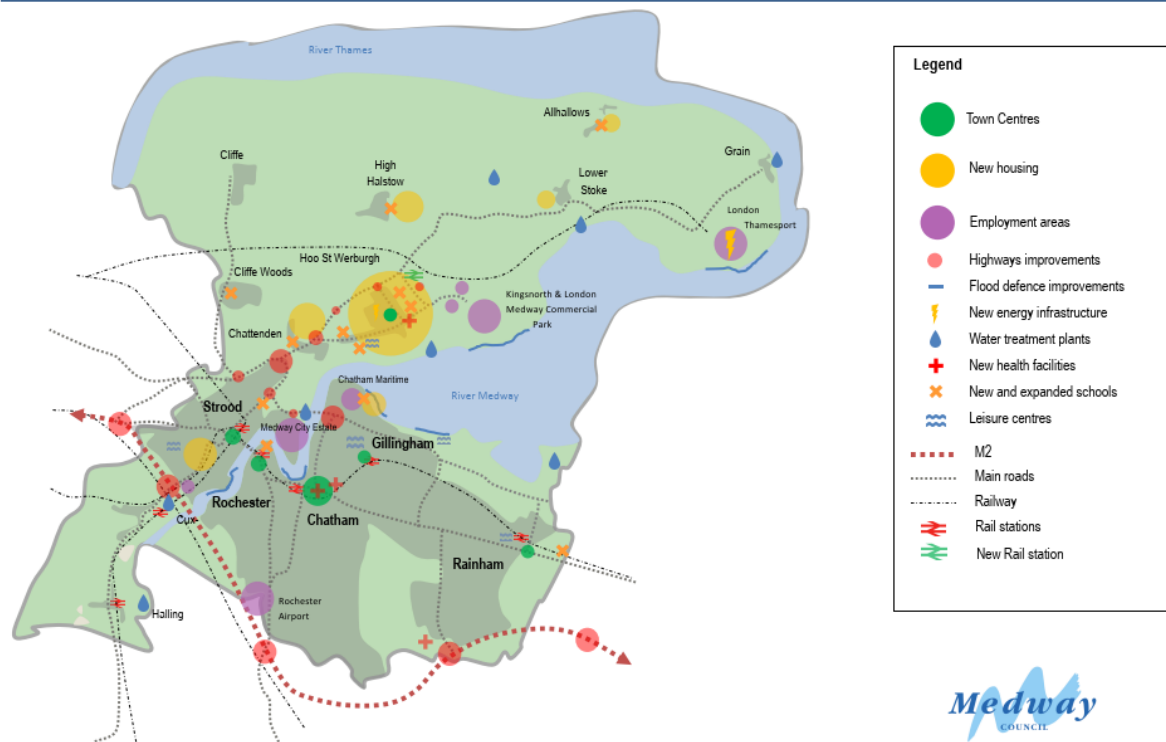


Figure 1: Key infrastructure diagram

2. Introduction

What is an infrastructure delivery plan?

The Infrastructure Delivery Plan (IDP) is part of the evidence base to support the Medway local Plan 2021-2037. It provides information on the current capacity and quality of existing infrastructure and a plan of the physical infrastructure required to support the delivery of the Local Plan (specifying cost, phasing, and location).

The requirement for this analysis comes from national policy and guidance: the National Planning Policy Framework (NPPF) (paragraphs 16, 20 and 34) require local planning authorities to engage with infrastructure providers in preparing local plans, and to set out the infrastructure requirements and the level of contributions needed so that the Local Plan is deliverable as a result of having infrastructure in place to cope with the growth.¹ The IDP requirements are then tested through the plan Viability Assessment, a process which contributes to the review of Medway's Developers Contributions Guide.

National Planning Practice Guidance supports this position, reinforcing the need for infrastructure planning to identify land for infrastructure and stresses early engagement with infrastructure providers. In addition, the guidance states that an audit of the existing assets should be undertaken, and the strategic infrastructure included that may cross boundaries. This will need wider engagement than just the infrastructure providers, and with developers, landowners, site promoters and service providers. This document has two parts:

- Part 1 is a narrative review of the existing and planned infrastructure identifying present capacity and future need based on planned and anticipated growth
- Part 2 (Appendix 1) is the Infrastructure Delivery Schedule (IDS), a table setting out the infrastructure interventions that are required for the plan. This includes costs, phasing, and priority.

The IDP is a 'living document' that should support the delivery of the Local Plan. The document is to be regularly reviewed. On an annual basis the IDP will be monitored as part of the Authority Monitoring Report process; this is a process to check the progress of the Local Plan and other key indicators in the authority.² Then a full update every three years to coincide with the requirement to undertake a Local Plan review. The reasons for this are to maintain the accuracy and relevance of the document.

Some infrastructure providers do not plan to long term timescales and might only identify infrastructure requirements for the next five years. Others are reactive, rather than proactive, and only deal with infrastructure improvements/development once planning applications have been received. This may mean that information we would like to include does not exist. Medway Council has undertaken significant engagement with infrastructure providers both in the production of this IDP as well as throughout the process of producing the draft Local Plan. Where Infrastructure providers have been unable to provide detailed infrastructure proposals or requirements, it is assumed that these will be dealt with at planning application stage.

¹ Paragraphs: 16, 20 & 34, NPPF (2019)

² The Town and Country Planning (Local Planning) (England) Regulations 2012 – regulation 34 - <http://www.legislation.gov.uk/ukxi/2012/767/regulation/34/made>

What is infrastructure?

Infrastructure is a broad term that can include many items. Medway Council has used the Planning Act 2008 as a basis to define infrastructure as this also provides the legislative framework for collecting developer contributions with which to pay for it. The definition includes: *'roads and transport facilities, flood defences, schools and educational facilities, medical facilities, sporting, and recreational facilities and open spaces'*.³ This has been supplemented using the relevant parts of the National Planning Policy Framework⁴ and Planning Practice Guidance⁵. Set out below is a list of the main types of infrastructure that the IDP considers. The potential to address climate change and its effects is a crosscutting theme which impacts upon all of these categories of infrastructure provision.

Infrastructure Categories
Transport
Education & early years
Utilities & waste
Health & social care
Community & cultural facilities
Green & blue infrastructure

The IDP is supported by the other planning tools and mechanisms that enable the delivery of infrastructure. National planning policy and guidance sets out that planning conditions and obligations should be used to enable the delivery of infrastructure.⁶ The level of obligations is set out by the Council in the Medway Council Guide to Developer Contributions & Obligations (2018). This document sets out the mechanisms and level of financial contributions that development proposals will be expected to provide to enable the delivery of infrastructure, to ensure the growth is acceptable in planning considerations. The document is currently in the process of being updated as part of Medway's new Local Plan.

Local context

Medway is a unitary authority with a population of 279,100 in 2020 located in the southeast of England.⁷ It is comprised of a major urban conurbation of five towns (Strood, Rochester, Chatham, Gillingham and Rainham) and a rural hinterland on edges comprising some large villages (Hoo St

³ DLU, The Planning act 2008; Part II Community Infrastructure Levy (2008) 218

⁴ Paragraph 20, NPPF (2019)

⁵ Paragraph: 048 Reference ID: 61-048-20190315, Planning Practice Guidance (2019)

⁶ DLU, National Planning Policy Framework, Paragraphs: 55 - 57(2019)

⁷ ONS, Mid-year population estimate 2020 (June 2021)

Werburgh, Cliffe Woods, Halling and Cuxton). The county of Kent is to the south, east and west. To the north is the Thames Estuary. The river Medway bisects the authority separating the town of Strood, Hoo Peninsula and Medway Valley from the other four towns.

Historically as a major urban area and port facility Medway has been a major infrastructure hub for north Kent. Today it still maintains this status with major healthcare facilities, such as Medway Maritime Hospital, and further and higher educational facilities (MidKent College, the University of Kent, Canterbury Christ Church University, the University of the Creative Arts, and the University of Greenwich) located in the area providing a service to the surrounding authorities and wider.

The geographical location and historical growth of Medway has also meant that the authority includes key transport links. There are rail and road connections with London and the rest of Kent via the M2 motorway and major local roads (A2, A289, A228 and A229) and three rail lines, including HS1 (two passenger and one minerals line).

The population is relatively young in comparison to the UK average with fewer over 65-year-olds and more under 15-year-olds.⁸ The median age of population is 38.1 years against 40.1 for the UK.⁹ This is important as it will have a significant impact on the level of type of infrastructure required over the plan period. In common with wider trends the proportion of older people is projected to increase in coming years, with the population reaching an estimated 336,000 by 2037 when accounting for the homes being built in the plan period¹⁰. With a projected increase of around 27,000 homes and over 50,000 people during the plan period, there is a significant need for new infrastructure to be provided in Medway. However, infrastructure provision is not a purely quantitative matter – there are qualitative issues relating to its existing capacity and quality as well as changes in service models. These issues are considered in detail in this IDP alongside quantitative estimates of infrastructure need based on proposed housing growth.

Specifically, Medway faces significant infrastructure challenges due to its geographical position and historic growth. These pressures include:

- limited capacity and congestion on the road and rail networks due to the current travel patterns and limited crossings of the River Medway;
- increased potential of flood risk from the River Medway and the Thames Estuary, and surface water flooding exacerbated by climate change;
- pressures on healthcare and education brought about by ageing infrastructure, population growth and more complex needs from the population;
- a need to build a place that is fit and well connected for the future through digital infrastructure.

Infrastructure delivery is a key component of Medway's Local Plan, and its timeliness and effective scale is vital to realising Medway's potential as a leading university waterfront city and a place to be proud of. Outstanding infrastructure and services are critical to successful and sustainable growth, enabling those who live and work here to have an outstanding quality of life, alongside the homes and jobs that people need. The Local Plan will protect and enhance the area's distinctiveness, helping to

⁸ Ibid

⁹ Medway Demography: Population 2020 (July 2021) - https://www.medway.gov.uk/downloads/file/226/demography_population_2018

¹⁰ Medway Housing and Demographics Report, Edge Analytics (February 2021)

promote and secure investment in the area's outstanding environment and heritage and helping to create a prosperous place, with advantages and opportunities for new and existing communities.

In planning for growth, Medway is planning for enhanced services and facilities, which are outlined in more detail in this IDP. The IDP seeks to address these new challenges in the context of existing ones to enable for the sustainable growth of Medway, alongside delivering c.27,000 houses, 1.5m sqm employment space between now and 2037 and addressing the needs of a growing and changing population.

3. Methodology

The IDP has been produced following a four-stage process in consultation with infrastructure partners. The key stages were: scoping, baseline, options appraisal, and solutions (outlined in table 1 in greater detail).

Table 1: Medway IDP Methodology

IDP development stage	Local Plan stage	IDP task
Stage 1 – Scoping	Reg. 18 Issues & Options consultation (Jan. – Mar. 2016)	Review of national policy and guidance Infrastructure planning workshop Creating a contact database
↓	↓	↓
Stage 2 – Baseline	Reg. 18 Development Options consultation	Infrastructure Position Statement consultation (2017)
↓	↓	↓
Stage 3 - Options appraisal	Reg. 18 Development Strategy consultation	Infrastructure options & policies tested and IDP targeted consultation March 2019 & March 2020.
↓	↓	↓
Stage 4 - Solutions	Reg. 19 Publication draft Local Plan	Draft IDP consultation winter 2020 Draft Infrastructure Delivery Schedule Viability Assessment Sustainability Appraisal

Table 2. Methodological approach

The programme was designed to enable the Council to assess the current and future need for infrastructure. Throughout the process the Council has engaged with service providers and statutory

consultees on the delivery of infrastructure as is required in the Duty to Cooperate.¹¹ Table 1 outlines the bodies that the Council has engaged with, at what stage and responses received. The process has interacted with the development of the Medway Local Plan influencing decisions regarding growth scenarios and site selection. How this was done is outlined below.

Stage 1 – scoping

The first stage was to scope the parameters of the IDP. The IDP scoping focused on understanding what is to be included in the IDP and the key questions that need to be answered in terms of the extent to which infrastructure capacity was a potential constraint on growth in Medway. Medway Council did this through a review of national policy and guidance and engagement with infrastructure providers and statutory agencies such as Highways England.

The Council scoped the IDP during the first consultation on the new Local Plan (Reg.18 Issues & Options 2016). The Issues and Options consultation set out the predicted growth and asked what the key challenges were based on the expected level of growth across Medway.

In addition, the Council undertook a series of workshops with infrastructure providers (shown in Table 1) to discuss topics in greater detail relating to growth proposals. These workshops focused on setting out the growth needed across Medway and understanding the impact this would have on services and how providers engage with the process. At this stage the engagement was at a strategic Medway level rather than site specific. The Regulation 18 Issues and Options Consultation also served to highlight the concern from the wider public surrounding the provision of infrastructure in Medway.

Stage 2 – baseline

Once the scope of the project was set the Council undertook work to establish the infrastructure baseline. In 2017 the Council undertook an audit of the existing infrastructure and capacity across Medway, including on the Hoo Peninsula. The audit was undertaken via the review of the existing plans and programmes of the infrastructure providers. Within these documents the deficits and future plans of the providers were identified in order to ascertain where there would be capacity issues that could affect the ability to achieve projected growth in Medway. The audit was completed and an Infrastructure Position Statement-(IPS) was then produced collating this information in 2017.

The IPS was then consulted on as part of the evidence base for the Local Plan Regulation 18 Consultations (Development Options 2017 & Development Strategy 2018). These consultations led to updated elements of the context and capacity around education and healthcare due to changes in the way services are to be delivered. The IPS also provided a baseline that could be used in the review of potential development sites so that it was understood where there was and was not capacity, in terms of infrastructure. All the broad spatial options tested at the early stages of plan making were supported by an infrastructure schedule outlining the limits of the infrastructure in each one.

Stage 3 – options appraisal

The options appraisal for the infrastructure required as part of the Medway Local Plan has been an iterative process, starting at the time of the Reg.18 Local Plan Development Options Consultation (2017) and developed through the Reg. 18 Local Plan Development Strategy Consultation (2018). The

¹¹ DLU, National Planning Policy Framework, Paragraph 25 (2019), p.10.s

IPS was used to narrow the options and develop the development strategy consultation to where there was capacity or it could be developed through discussion with infrastructure providers to understand any existing capacity issues and how development would impact on these, as well as any infrastructure interventions and upgrades required to enable growth

In the Reg.18 Local Plan Development Options Consultation (2017) approaches to infrastructure were outlined and consulted upon. These were developed to draft policies in the Reg. 18 Local Plan Development Strategy Consultation (2018). Following these consultations infrastructure providers were asked to provide specific information on their infrastructure requirements and costs in line with their delivery mechanisms. Consultations were held in spring 2019 and spring 2020 based on the draft development strategy in terms of the distribution of development across Medway.

Technical assessments of infrastructure capacity at this stage determined that the capacity for growth in the Hoo Peninsula area was limited due to the A289 operating at almost full capacity, and due to significant green infrastructure constraints relating to the designated sites in the area. The Hoo Peninsula is also restricted with effectively only one way in and out, this is Four Elms Hill, which is also an air quality management area (AQMA). The initial strategic transport modelling for the Local Plan showed that approximately 1,000 homes could be brought forward in this area before major infrastructure improvements would be required, but much of this capacity was already used by consented development schemes.

In December 2019, Medway Council's bid for £170m of Housing Infrastructure Funding was agreed by the Department for Levelling Up, and this was confirmed in Summer 2020. This funding will enable crucial transport and environmental infrastructure to be provided to enable local plan growth and address current shortfalls in infrastructure and services on the Hoo Peninsula.

Stage 4 – solutions & prioritisation

The last stage of the IDP process has been to work with service providers to better understand their proposed infrastructure projects and interventions to meet the requirements generated by local plan growth in specific locations, and for Medway Council to prioritise those requiring developer contributions for delivery. This has been achieved through the development of the IDP and associated IDS, alongside the rest of the local plan evidence base and other council strategies and documents including the capital strategy and individual service plans, alongside the HIF development programme. An IDS is a table that sets out the infrastructure interventions required to deliver the growth identified in the Medway Local Plan. It also costs them and provides an indication of phasing for delivery to ensure that local plan growth allocations are sustainable, deliverable, and viable.

Through engagement with infrastructure providers and an assessment of the infrastructure baseline the Council was able to produce a projects list required to support the Local Plan, which are presented in the Infrastructure Delivery Schedule in Appendix 1. The identified projects are then prioritised to enable them to be scheduled for delivery and for developer contributions to be earmarked to provide funding. However, the IDP does not allocate funding to specific schemes. The schemes are prioritised to decide whether they are: critical, essential, or desirable. These terms – for the purpose of the IDS at Appendix 1- mean:

- Critical – Projects that need to happen to bring forward strategic growth (pre-commencement of development)

- Essential – Projects that are required to mitigate impacts of the development in a timely and sustainable manner (phased occupation or before occupation).
- Important – Projects that are required for sustainable growth but non delivery is unlikely to prevent development in the short term (after occupation of development starts)

Engagement with Infrastructure and Service Providers

Discussions and meetings have taken place with a variety of infrastructure providers to gain an updated understanding of what infrastructure is needed. The formal stages of this engagement are detailed in Table 1 below. However, it is important to note that this table only highlights formal engagement processes, and in many instances, there has been ongoing engagement with services regarding policy development and specific emerging site proposals, for example with NHS Kent and Medway CCG and associated organisations. Through several rounds of engagement, Medway Council has discussed specific infrastructure requirements of the growth strategy and site allocations, any changes to infrastructure requirements and investment projects and proposals programmed to take place that could impact on the development allocations and their deliverability within specified timescales.

Further detailed engagement has been undertaken in the form of stakeholder engagement workshops around key development framework areas and evidence base documents, as well as continued engagement noted below. In particular, ongoing engagement workshops have been undertaken with Medway Council services such as education, green spaces, flood and smart infrastructure around the infrastructure needs and proposals being brought forward as part of the local plan and other development framework documents, as well as on the draft Infrastructure and other policies contained within the plan.

Due to the uncertainties surrounding future infrastructure requirements, recognised in the NPPF 2019 at Footnote 35, this IDP is intended to be regularly updated in partnership with relevant agencies in order to reflect the fluid and constantly evolving nature of infrastructure planning. In order to gain a fuller understanding of the current and future level of infrastructure provision, relevant Council staff and external service providers were invited to submit detailed information in response to the following topics, having regard to the draft development strategy and local plan allocations and housing trajectory:

- Present infrastructure capacity;
- Future infrastructure requirements to support growth (i.e. projects);
- Project delivery details (i.e. costs & phasing); and;
- What are the relevant plans and programmes that inform your decision making?

To update the draft IDP at each stage, each infrastructure provider was contacted requesting their further engagement on the IDP. They were provided with a spreadsheet that outlined the allocations being considered for inclusion in the Local Plan together with details for each of these sites including expected housing and/or employment yield within and beyond the plan period, broken down by each year of delivery. They were also provided with a relevant extract from the draft IDP schedule of infrastructure projects, and asked to:

- review the details and confirm whether the identified infrastructure projects remained current or provide updated details if the projects had progressed/further information was available;
- identify any additional infrastructure requirements or service delivery projects relating to the allocations either on a site-specific basis or broader settlement context; and
- identify any infrastructure investment projects/proposals programmed to come forward during the Local Plan period (to 2037) that would not necessarily be directly related to the proposed allocations.

In updating the IDP, some utility providers were able to provide a more detailed assessment of their respective networks to identify any gaps in infrastructure to support the planned growth or reinforcement works required to ensure supply to specific sites. It should be noted, however, that precise utility requirements for individual allocations can only be determined through developers making a specific development enquiry to the utility provider.

Engagement with Site Developers/Promoters

Meetings have been held with site developers/promoters of proposed allocations in the Local Plan, particularly on the Hoo peninsula to discuss progress on bringing sites forward. Where site promoters have provided technical or other information related to infrastructure requirements this has been used to update the infrastructure schedule where appropriate. In addition to the above, the Council has undertaken several supporting evidence studies which include infrastructure information and requirements. These include matters related to transport and recreation and, where appropriate, they have informed the preparation of the IDP.

The Infrastructure Delivery Schedule sets out details of infrastructure projects, the lead agencies that would be involved in implementation, an overview of the risks and contingencies associated with each project and, where known, delivery timescales, costs, and potential sources of funding. The infrastructure schedule will inform the council's annual Infrastructure Funding Statement. In preparing the Statement, the identified infrastructure projects will be prioritised for the allocation of available developer contribution funding: this process is separate to the preparation of the IDP. Appendix 1 identifies the infrastructure needs that will underpin the implementation of the Local Plan growth strategy as a whole and from individual housing and employment allocations, or cumulatively across several sites in the same area. The table below sets out consultation responses from various infrastructure providers at key stages of the local plan process.

Engagement with Statutory Agencies

There are several government agencies which have a role in regulating the provision of infrastructure, including for example Highways England (the road network), Sport England (sports facilities) and the Environment Agency (flood risk mitigation). Medway Council has a duty to cooperate with these agencies through its local plan process, and continuous engagement with them by Medway Council Officers has formed a significant part of the work undertaken to complete this IDP, ensuring that statutory requirements for the adequacy infrastructure provision can be met through growth allocations in Medway's Local Plan

Table 3: Summary of formal engagement with infrastructure providers by stage of IDP preparation and IDP version. Note in some instances there has been continued informal engagement not captured here. See Appendix 2 for details.

Provider	Issues & Options 2016	Development Options 2017	Development Strategy 2018	IDP March 2019	IDP March 2020	IDP January 2021	Reg 19
Medway Council Early Years					X	X	
Medway Council Schools Planning	X			X		X	
Canterbury Christ Church							
University of Kent		X	X				
University of Greenwich							
The University of the Creative Arts		X	X				
Education & Skills Funding Authority		X	X				
Kent County Council BDUK	X	X	X				
Virgin Media							
BT Openreach					X		
Medway Council Youth Services						X	
Medway Council Waste Services						X	
UK Power Networks				X	X		
Southern Gas Networks			X	X	X		
National Grid	X	X					
Southern Water			X	X			
South East Water				X			
Ofwat							
Environment Agency		X	X	X			
Medway Council Flood & Drainage Team	X	X			X	X	
Medway NHS Foundation Trust		X					
Medway Community Healthcare						X	
NHS Property/NHS England/NHS Improvement		X				X	
Kent and Medway CCG			X	X		X	
Medway Public Health	X	X	X	X			
Public Health England	X	X					
Medway Council Social Care						X	
Medway Council Integrated Transport						X	
Highways England	X	X	X	X	X	X	
Arriva			X				
Southeastern							
Network Rail							
Kent Police		X		X			
SE Coast Ambulance Service				X			
Kent Fire & Rescue							
Medway Council Sports Service						X	
Medway Council Library Service						X	
Sport England	X	X	X				
Medway Council Greenspaces Team						X	

Information within the IDP has been gathered through an in-depth analysis of all relevant strategies and plans, as well as engagement with statutory and non-statutory consultees. This includes engagement with Duty to Cooperate partners and internal and external service providers. In some cases, it was not possible to obtain the most up-to-date information regarding particular infrastructure types. In January 2021, workshops were held with internal service providers. These workshops were structured around the strategic growth locations proposed in the Medway Local Plan, as well as the current infrastructure needs and delivery patterns in Medway in recent years. The aim of this exercise was to assess the accuracy of our existing baseline, in addition to gathering new information on the future plans for each infrastructure type over the next 18 years. Information gathered during the workshops and subsequent follow-up was incorporated into the IDP.

It is acknowledged that supplementary plans and strategies are to be published in due course. It should therefore be noted that this IDP will be reviewed periodically to ensure that it reflects the most up-to date information available. The Local Plan does not seek to make up for historic deficits in infrastructure. However, there are instances where supporting growth might most effectively be achieved through the upgrading of existing facilities. This could include, for example, extending existing schools or enhancing current services.

Not all housing and employment growth planned for individual sites will attract specific additional infrastructure requirements that can be addressed through the development of that site alone. In most cases, the infrastructure needs that have been identified reflect the cumulative impact of growth in a wider area e.g. based on growth through the strategic sites, smaller allocations and windfall sites that are used for planning purposes by the Council.

Medway Council provides services from 340 operational buildings and a further 581 operational sites, including 65 car parks and 425 parks and greenspaces, 33 shops and business centres, four major regeneration sites, three civic amenity Sites, 13 cemeteries and a crematorium. Many authorities are increasingly looking to co-locate their services to make the most of their existing assets. Driven in part by the rising costs associated with the lack of availability – and high cost – of land and floorspace, co-location is seen by some as a method of capturing multiple benefits for local communities. Co-location can take many forms. For example, schools are increasingly looking to raise revenue by hiring out sports pitches and other facilities outside of school hours to house local community group meetings.

The co-location of new residential development and schools – with considerable potential funding benefits – is an emerging proposition. The shift of GP services into consolidated primary healthcare hubs may yield a more equitable share of resources and facilities for a range of health providers, as well as offering a more diverse range of facility uses e.g. healthcare services, community centres and retail. Ultimately, decisions relating to the co-location of services are tied to changes made to financial arrangements and management structures. There may be some cases where these intricacies have been difficult to capture within this IDP.

Whilst it is important to be aware of the changeable components to service delivery, it is extremely difficult for an IDP to be definitive about what future service requirements may be. Therefore, it is important to note that variances in service needs will have significant impacts on future infrastructure requirements and associated costs. Furthermore climate change will undoubtedly impact upon future infrastructure requirements in ways that cannot be easily accounted for. Whether through shifts in the provision for and use of transport, impacts on utilities networks and broadband, or other areas of infrastructure such as green and blue infrastructure including flood risk mitigation, as well as Medway Council's own estate and buildings. Medway's Climate Change Action Plan, published in June 2021, addresses a number of these areas of work.

4. Development Strategy

Medway Council is a forward-looking authority that supports regeneration and sustainable growth. The Council has identified lack of infrastructure capacity as a significant constraint to growth and has worked on securing resources to upgrade key services and infrastructure to support sustainable growth. The timely and effective delivery of infrastructure and enhanced services is critical to sustainable growth. This is recognised in planning legislation and developers are required to address the resulting impacts of housing and commercial schemes on local services and infrastructure, as well as on climate change.

The spatial strategy for Medway in coming years continues to deliver on the success of the area's urban regeneration, as promoted in Medway 2035 and the town centre masterplans approved in 2019. The £170m Housing Infrastructure Fund is investing in transport and environmental projects that facilitate growth on the Hoo Peninsula. The Council introduced proposals for how development of a rural town focused around Hoo St Werburgh may come forward in the consultation document 'Planning for Growth on the Hoo Peninsula' in Spring 2020. This identified the need for a range of new and enhanced services and infrastructure to meet the functions of a town. This will include new and expanded schools, community and leisure facilities, open spaces, transport services, health facilities, waste, and energy services.

The Council has been gathering information from service providers to identify the types, timing and level of new infrastructure needed to provide for increased population on the Hoo Peninsula, as well as wider Medway. It has also engaged with potential developers to provide early indications of the Council's expectations for infrastructure delivery. This includes clear requirements for critical infrastructure to be in place before further housing is built on the Hoo Peninsula. Crucially, new development must not reinforce historic travel patterns or car dependency; rather, it will support a place-based vision for access and movement.

Technical assessments of the transport network have identified several priority areas, such as the strategic links around the Medway Tunnel and key junctions where investment is needed to increase the capacity to meet growth needs from new development. The Medway Local Plan and supporting Developer Contributions Supplementary Planning Document (SPD), will set out the updated contributions expected from development. This policy update will include the levels and types of affordable housing required, as well as other infrastructure, such as education, health, transport, and open space.

One area of infrastructure that has come under significant pressure additional pressure is primary health care, particularly access to GP services, and it is recognised that this is a key area for infrastructure investments. The impact on the Covid-19 pandemic on health infrastructure and services has been significant, and as a result, longer term planning has been affected. As the pandemic is still ongoing, the process of agreeing future priorities for health infrastructure is ongoing. The development of a new sports centre on the Hoo Peninsula is viewed by Medway Council as integral to its vision for a sustainable rural town.

Funding will be used for public realm improvements in Chatham town centre. Sports facilities at Splashes in Rainham could be enhanced. Across Medway, the need for additional school places in specific areas can be acute, and where appropriate, developer contributions will be sought from new

housing schemes to assist with the provision of school places in areas of demographic growth, in line with Planning Practice Guidance

Over the next year Medway is bidding to be UK City of Culture 2025, and the new cultural strategy will provide the basis for planning further investments in arts and community infrastructure. Neighbourhood plans in Medway will also help to identify community infrastructure priorities in future. Four neighbourhood plans will be published for consultation in 2021. The Council will also continue to collect funding for the Birdwise programme that operates across north Kent to mitigate the risk of recreational disturbance to the protected wildlife of the estuary and marshes arising from new development.

Work on the Local Plan evidence base, particularly the IDP and Strategic Transport Assessment, show that the delivery of infrastructure is critical to the success of Medway's growth. The Medway Local Plan and supporting Developer Contributions Supplementary Planning Document (SPD), will set out the updated contributions expected from development. This policy update will include the levels and types of affordable housing required, as well as other infrastructure, such as education, transport, and open space.

5. Infrastructure Overview

The following section provides an overview of each infrastructure type identified in table 1 above. The following information is included:

- Lead agency/ies or organisation (who is responsible for the provision of the infrastructure?)
- Evidence base (the key plans and programmes determine why infrastructure is needed and its delivery mechanism)
- Context (existing provision, deficiencies, and planned infrastructure)
- Proposed infrastructure (based on the proposed Local Plan growth)
- Funding (what is the total cost of the projects and what are the options for funding?)

The information outlined above has been gathered over the course of the preceding regulation 18 consultations and separate engagement with infrastructure providers. The regulation 19 draft local plan is the final chance for providers to engage with the Local Plan process.

The different infrastructure types have been split into themes and then analysed as set out above. Not every theme has identified a requirement for improved physical infrastructure at the present time. A lack of identification of projects does not mean that infrastructure or developer contributions are not required, but that decisions have not yet been taken as to how capacity will be enhanced to meet local plan growth requirements. In these circumstances, infrastructure contributions will be assessed at planning application stage.

Transport

This section covers the following transport networks and services:

- Rail
- Road network
- Bus
- Aviation

See Medway's Local Plan policies on Transport for more details. The Covid-19 pandemic has dramatically changed travel patterns in the short term, and it is unclear as yet what the impacts will be in the medium and long term in terms of travel to work, including mode shares. At its lowest point in April 2020, motor vehicle traffic was a quarter of a typical equivalent day the year before, while national rail traffic was just 4%, and busses outside of London just 10%. Conversely, the use of cycling was close to four times its usual prevalence in these periods. However, as of March 2021, motor vehicle traffic was back to 77% of its usual flow, rail around 19% and bus use around 38%¹². However, no single intervention in the transport network, or even a combination of interventions, will achieve the required 80 per cent reduction in carbon emissions from surface transport by 2030 to meet the climate change challenge. In particular, over-reliance on the mainstream uptake of electric vehicles would reinforce car dependency. Furthermore, an 80 per cent reduction would require increasing the share of trips made via walking, cycling and electric public transport in the best practice scenarios that previous evidence suggests is possible.

¹² <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

The place-based vision for access and movement marks a shift from the traditional ‘predict and provide’ approach to the latest best practice ‘vision and validate’ approach.¹³

Rail

Lead Agency	<ul style="list-style-type: none">• Southeastern Railways• Network Rail
Evidence base	<ul style="list-style-type: none">• Network Rail Kent Route Study (2018)• Medway Council New Routes to Good Growth

Context

Rail infrastructure in Medway is maintained and developed by a combination of Network Rail and Southeastern Railways. Network Rail maintains the physical railway infrastructure (tracks, stations, signals, tunnels, and bridges etc). Southeastern operates the passenger services and day to day running of the stations on franchise for the Department for Transport. The present franchise will finish in 2022, however on 20 May 2021, the Department for Transport published a white paper entitled [Great British Railways: The Williams-Shapps Plan for Rail](#). The implications of this policy proposals have not been considered in this IDP as they are not yet clear.

Medway is well connected by the rail network; two passenger lines (north Kent line and Medway Valley line) and a freight line (Grain freight line). On the passenger lines there are 7 stations (Rainham, Gillingham, Chatham, Rochester, Strood, Halling & Cuxton). There are regular services to several London terminals (London Victoria, London St Pancras International, London Bridge and Charing Cross), including domestic High Speed services.

Rochester (2015), Strood (2017), Chatham (2020) and Gillingham (2012) Stations have recently undergone improvement works. Rochester Station has been relocated to allow for larger trains to access it and to be more centrally located. Strood Station has been redeveloped to provide better access and facilities.

Grain is also linked to the wider rail network by a single-track freight line through the Hoo Peninsula. The freight line allows for the transportation of containers and materials imported to London Thamesport (Grain) across the UK. However, there are no passenger stations on the Hoo Peninsula.

¹³ RTPI, Net Zero Transport



Figure 2: Map of existing and proposed rail stations, Source: Network Rail

Quality & capacity review

It is identified that the north Kent line is at capacity in terms of the physical space for more trains and also within the stations at present.¹⁴ In addition the lack of platform capacity (too many trains and too few platforms) at London terminals has meant that there is a limited space to increase the frequency and size of trains to increase usage of the rail network.

Station usage within Medway has risen in recent years from 2010-11 to 2017-18 with all of the urban stations now exceeding a million entries and exits per year.¹⁵ Gillingham Railway Station is the busiest in the authority area based on 2019-20 statistics from the Office of Rail and Road.¹⁶ However this growth has led Network Rail as the providers of the physical station infrastructure to indicate that the urban stations in Medway are at capacity.¹⁷

Proposed infrastructure

There are a number of schemes already planned and committed within Medway. The Kent Rail Study is proposed to undertake signalling upgrades by 2024 at Gillingham to allow for larger 12 car trains to run through Medway and build capacity, however costs for this have not been included in the IDP as they are part of Network Rail's funding settlement¹⁸

As part of the successful HIF bid a significant railway improvement plan is planned for the Hoo Peninsula working closely in consultation with Network Rail. A new station is proposed alongside rail line upgrades to provide for up to 2 trains an hour into London, currently expected to terminate at

¹⁴ Network Rail, Kent Route Study 2018 (2018), p.4.

¹⁵ Office of Rail and Road, [Total numbers of entry and exits](#)

¹⁷ Network Rail, Kent Route Study 2018 (2018)

¹⁸ Network Rail, Kent Route Study 2018 (2018), p.63

Charing Cross. In future, there is potential for a rail chord to be added to this line to enable a direct rail link from the Medway Towns to housing and employment on the Hoo Peninsula.

Funding

The total funding required for the proposed projects outlined above is currently estimated at £64m. However, there is the potential for this to be enhanced through further funding including to secure early rail services.

The above project will be delivered through a combination of funding from the following sources:

- HIF Funding – secured
- S106 funding – if additional funding is required for contingencies/early years subsidy
- Network Rail funding – for services once viable
- Levelling up/shared prosperity fund – subject to bidding

Road network

The sections cover the following areas:

- Strategic Road Network; and
- Local Road Network

Lead Agency	<ul style="list-style-type: none">• Highways England• Medway Council• Kent County Council
Evidence base	<ul style="list-style-type: none">• Medway Local Transport Plan 2011-26 (2011)• Medway Local Plan Strategic Transport Assessment 2021• Highways England, Kent Corridor to M25 (M2 & M20) Route Strategy (2015)• RIS2 (March 2020)• Local Transport Note 1/20

Context

Medway's Highways service supports a network of 840km of highways including bridges, footbridges, subways, and tunnels, alongside around 300km of public rights of way. It covers around 5.2% of Medway's total land area according to DLU Land Use Statistics, a larger proportion than housing¹⁹. It is carried in the balance sheet at its depreciated historical cost, valued at £145m, however its replacement cost is estimated at over £1.8 billion.

Highway infrastructure in Medway is split into two networks – strategic and local. Highways England manages and maintains on behalf of central government the strategic road network (SRN). SRN refers to motorways and major A roads. The local road network (LRN) refers to all other adopted highways and is managed and maintained by the Local Highways Authority; in this case that is Medway Council. For all the immediately surrounding areas outside of Medway, Kent County Council manages and

¹⁹ DLU Land Use Statistics England 2020

maintains the local road network, meaning that there are a number of cross boundary issues. However, there is also the broader regional context in the South East of England, including the delivery of the Lower Thames Crossing, a new tunnel under the Thames in Gravesham which will have impacts on the road network in Medway. A new Sub-National Transport Body, Transport for the South East, is currently being formed and has approached the Government to achieve statutory status, which would enable it to provide stronger governance over cross-boundary transport issues in the region.

In Medway there is just one SRN route – the M2 motorway connecting Medway with London, M25, and the channel coast. It is accessed via 2 official junctions within the authority area (junctions 2 & 4) located to the south of the authority. Junctions 1, 3 and 5 also serve the authority area but are located outside of Medway’s official boundary in Kent. On the SRN adjacent to junction 4 at Gillingham are the Medway motorway services area. Other than the provision of the service station the location is important as it acts as an unofficial motorway junction. This is due to there being unrestricted access point between the services and the LRN. The Medway LRN is very varied. There are large dual carriageways providing the opportunity for high-speed connections and unclassified minor rural lanes.

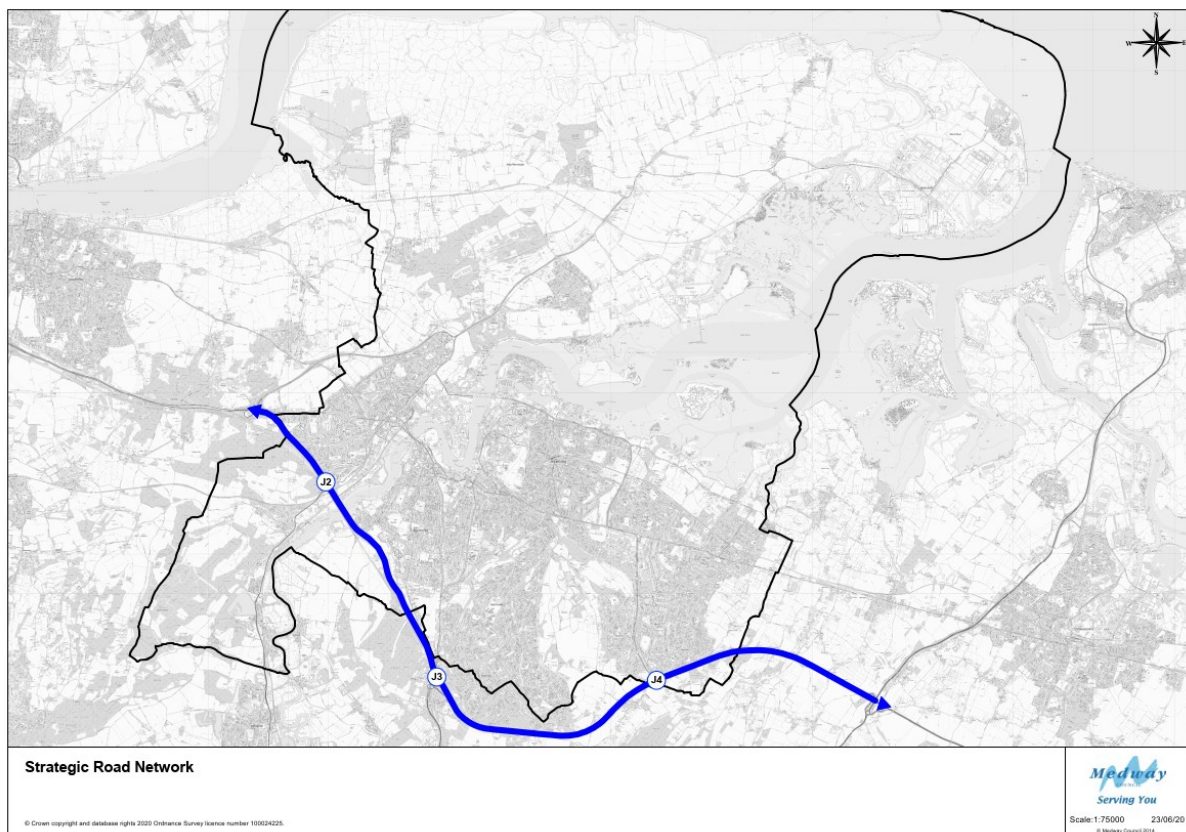


Figure 3: Map of strategic road network in Medway, Source: Highways England

Quality and capacity review

To assess the state of the road network Medway Council commissioned a strategic transport assessment (STA) in consultation with Highways England. This had two parts: a baseline assessment of the existing network including the impact of developments which have been granted planning permission and existing growth in demand, and then model of the future network with the proposed site allocations and changes to the highway network layered on top. The baseline network modelling indicates the network will be under severe strain with particular problems of congestion in Chatham

and between the Four Elms Roundabout and the Medway Tunnel. The roundabout is forecast to operate over capacity based on existing trends, particularly during commuting peaks, with significant changes needed to accommodate further housing growth in the area to the end of the plan period. Future congestion requiring changes to the road network was also identified in the town centres, along with the A2 in Rainham, and M2 Junctions. Including the development proposed in the local plan exacerbates many of these pressures. Highways England have commented on the capacity of the strategy road network. They have stated that there is limited or no capacity on the elements of the network in the vicinity of Medway.

The River Medway is a key asset, providing a strong sense of place and identity. However, the river bisects the area and movement is constrained by three principal crossings. The severance caused by the river, established commuting flow patterns and travel behaviour, the legacy of post-war development designed for the car, generous car parking provision in dense employment areas, the existing public transport offer and emerging trends make for a challenging environment in promoting sustainable transport. Medway's location in north Kent gives rise to additional transport considerations, in particular the scale of growth in the wider area and the proposed Lower Thames Crossing.

The Strategic Transport Assessment (STA) is a key component of the new Local Plan evidence base. The STA has been tailored to meet Highways England's and Kent County Council's requirements to demonstrate the transport impact of growth in Medway.

The STA used a new traffic model to:

- establish the 2016 baseline situation during peak travel times;
- undertake iterative testing of committed development and alternative future year scenarios during peak times;
- assess the cumulative impact of growth in terms of the capacity of the road network during peak travel times and the associated safety issues; and
- identify a package of transport measures to mitigate the transport impact of sites allocated for development.

The STA has demonstrated that there would be no impact on M2 Junctions 2 and 4, however the latter would depend on the continued informal use of Medway Services. M2 Junction 3 is a large and complex junction, catering for motorway traffic and local traffic between Medway and Maidstone; as a result of committed development, the STA found that the performance of M2 Junction 3 and adjoining junctions would deteriorate.

In addition, many local roads are nearing capacity at peak times. In short, the continuation of historic travel behaviour will mean that local roads will be unable to accommodate the traffic generated by new development. The STA will identify a package of transport measures to mitigate the transport impact of sites allocated for development. The transport package will need to prioritise walking, cycling and active travel, given that highway capacity enhancements alone would not be achievable, effective, or desirable, given the vision set out in the 'Medway 2035' Regeneration Strategy and the emerging Local Plan.

Proposed infrastructure

The STA has established a vehicle trip budget. This is aligned with a reasonable worst-case scenario in terms of additional traffic generation. Committed developments benefit from the first tranche of

vehicle trip credits, followed by site allocations, with housing delivery under the Housing Infrastructure Fund prioritised. Vehicle trip credits for unimplemented consents that subsequently expire would be recycled. The vehicle trip budget for the Hoo Peninsula will be refined due to the scale of growth anticipated, including the outline consent for Grain Business Park.

Highways Mitigations to 2026

The STA has identified eight highways mitigation schemes with a total cost of £6,238,990 including a 40% contingency on base works, alongside design and other fees. This cost does not account for the need for third party land. Schemes include a two-lane approach (50m) provided on Lower Rainham Road to A289 Yokosuka Way, a hamburger upgrade to Bowaters Roundabout, upgrades to 4 junctions on the A2 including a right turn lane at Moor Park Close, new right turn lane from A2 to Otterham Quay Lane, junction improvements with Commercial Road, High Street and Station Road, and two lane ahead movement provided for Commercial Road. On the A228, access and egress to Wykeham Street from Frindsbury Road will be severed. Major road improvements are also planned as part of the HIF, and additional costs may be required in relation to this as set out in the IDS.

Separately Highways England is working on a number of Strategic Road Network Schemes affecting Medway in the next five years with Kent County Council M2 Junction 3 A229 Blue Bell Hill, including upgrading the Lord Lees and Taddington roundabouts at the M2 junction and removing the link between the Bridgewood and Lord Lees roundabouts. A direct slip road between the A229 and the M2 towards London is proposed, a through lane from the coastbound M2 to the A229 as well as creating a separate left-turn lane from the M2 to the A229 and widening the link road to four lanes. Further improvements are also planned at M2 Junction 4 M2 Junction 5 A249 Stockbury. A Medway Bridge - Rochester - Chatham cycle route will also be considered as part of a future Local Walking and Cycling Infrastructure Plan being prepared by Medway Council.

Highways Mitigations to 2037

The STA has identified six further highways mitigations schemes to be completed by 2037 to accommodate local plan growth in vehicle use at a total cost of £37,539,367 including contingency. These include the redevelopment of Pier Road Gillingham Junction into a priority 6-arm roundabout, changes to A2 Star Hill, a two-lane approach provided on Slicketts Hill to the A231 The Brook, and improvements to M2 Junction 2 and Roman Way/A228, M2 Junction 3 (including Taddington, Lord Lees & Bridgewood Roundabout. Improvements to M2 Junction 4 have also been proposed as part of a recently submitted planning application.

Separately Highways England is working on a number of Strategic Road Network Schemes affecting Medway including the Lower Thames Crossing, expected to be completed in 2030. Work is ongoing to assess the impacts of the Lower Thames Crossing on Medway's road network. This could address potential for an improvement scheme for M2 Junction 2 to be delivered as a result of the proposed Lower Thames Crossing. Further mitigations may also be required in relation to the London Resort for which an examination is expected to commence in 2022.

All schemes in Medway will be subject to the monitor and manage approach set out in the STA. This is considered appropriate due to the uncertainty in future travel patterns and the need to realise a place-based vision for transport in Medway, as well as around the impacts of the LTC.

Funding

S106 and S278 funding is to be used to improve the transport network, together with major investment secured by the Council, including the Housing Infrastructure Fund and from other government programmes. Developer contributions will be paid into an infrastructure fund. A group will be established, chaired by the council, and including Highways England and Kent County Council, to oversee the infrastructure fund and its implementation.

However, it will be important to monitor and manage the implementation of the package of transport mitigations; it may be increasingly difficult to realise the place-based vision for access and movement once more highway capacity is delivered, which is based on a reasonable worst-case scenario. Development proposals should therefore be incentivised to demonstrate trip generation that would be lower than the vehicle trip credit set in the STA.

The Local Development Order for Innovation Park Medway requires a Monitor and Management Mitigation Strategy. Medway Council has since commissioned a specialist consultancy to produce the strategy in consultation with Highways England and Kent County Council. A similar, Medway-wide strategy, will be commissioned as part of the package of transport mitigations, which may involve the collection of appropriate monitoring data to assess whether the road network is operating according to the STA.

The 2019 amendments to the CIL Regulations will enable the pooling of developer contributions in an infrastructure fund towards the package of transport mitigations. This will provide an alternative to developers being required to implement specific off-site infrastructure requirements through Section 106 agreements. Section 106s for individual site allocations will require payment of developer contributions into the infrastructure fund.

The STA has set out the developer contributions required (including a 40% contingency) for the package of transport mitigations across individual site allocations. This is based on the distribution of new trips routing through junctions that would require mitigation. Some elements of the package of transport mitigations are required earlier in the plan period. Therefore, the council will seek opportunities to forward fund these elements to ensure full funding is in place. This will be repaid from the infrastructure fund over the Local Plan period. In order to allow developers to spread the cost of their contributions and to maintain a revenue stream, the trigger points for payments prior to commencement and/or completion will be agreed through the development management process.

Appropriate Grampian-style conditions may be imposed on grants of planning permission to ensure development occupations are controlled prior to the implementation of elements of the package of transport mitigations. Medway Council is responsible for the monitoring of vehicle trip credits and the collection of developer contributions, along with funding from all relevant public sources. The exact approach to securing the implementation of mitigations through Section 106 planning obligations or other legal agreements, including Section 278 agreements, will be agreed through development management process.

Specific contributions for development within the HIF programme will be required to meet recovery requirements. This will be used to meet forward funding and any other excess transport mitigation requirements in Medway which cannot be viably delivered and where other government funding sources cannot be secured. This is deemed to meet legal requirements and regulations.

Contributions will also be required to cover the interest costs of forward funding at PWLB rates, which applies an interest rate of the gilt yield plus 60 basis points (0.60%) for lending to support nominated infrastructure projects that are high value for money.

The total funding required for the proposed projects outlined above is estimated to be £282,215,701

The above projects will be delivered through a combination of funding from the following sources:

- S106 funding
- Medway Capital Programme and Public Works Loan Board
- Highways England funding
- Department for Transport funding
- Levelling up/shared prosperity fund

Bus

Lead Agency	<ul style="list-style-type: none">• Arriva• Medway Council
Evidence base	<ul style="list-style-type: none">• Medway Local Transport Plan• Discussions by Medway Integrated Transport Service and bus operators

Context

Since 1985 bus services have been deregulated and privatised.²⁰ This led to very limited control for local authorities on services other than on ‘socially necessary services’ which they must tender for. In 2017 the Bus Services Act was passed. The purpose of this act is to regulate the marketplace and introduce a framework that will allow for franchising. In February 2020, the Government published new guidance ‘A Better deal for bus users’, followed in March 2020 by the new [National Bus Strategy](#). This set out the government’s intention to consult later in 2021 on reforming the Bus Service Operators Grant, the current main stream of government bus funding – to achieve the same objectives, as well as investing £3bn over 5 years, and other reforms such as daily price caps, move to contactless payments, and new electric/hydrogen vehicles. It also requires Local Transport Authorities such as Medway Council to publish a Bus Service Improvement Plan, detailing how they propose to use their powers to improve services, by October 2021, with detailed guidance also published.

The National Bus Strategy changes the regulatory framework under which buses have operated for the past 35 years, by linking the existing and future funding for bus services plus other Local Authority Highway funding to enacting elements of the Buses Act 2017, namely the use of statutory enhanced partnerships or franchising. Prior to the launch of the national bus strategy the operation of bus services has been de-regulated since the decision made by the government in 1987), with operators free to choose the services they provide in a commercial market, and when and where they operate. Local authorities being responsible for the consideration of “socially necessary services” where the commercial market cannot provide. Any partnerships with operators, such as quality bus partnerships have been voluntary and national policy has been to revert to the commercial market. The new strategy changes this approach. The new approach from national government acknowledges the role the bus can play in achieving a net zero emission society, in fact placing it at the forefront of such efforts and commits national government to supporting bus and bus rapid transit schemes. Bus to be the main tool in driving change in travel and reducing emissions.

²⁰ 1985 Transport Act

A total of eight companies operate services in Medway across 47 routes. These are split between intercity and local routes. National Express and Stagecoach operate the intercity routes that provide connections between Medway, London, and the coast. Local routes are operated by Arriva, Nu-venture, ASD, Farleigh Coaches, Redroute and Chalkwell, providing services across the authority. Passenger usage of the bus services in Medway have over recent years been falling in line with national trends.²¹ Between 2009 and 2018 bus patronage has fallen by approximately a million. Such a decline has occurred across the country and is not special to Medway. The reasons for such a decline are varied and can include one or many; for example: declining attraction of the High Street, increase in delivery options, older people more mobile/have access to cars more than past, fares and cost of using a car & parking compared to bus price, relative fall and rise in petrol price, rise of on demand taxi apps, increased congestion, roadworks in Medway making bus services less attractive alongside the reduction of network.

Quality & capacity review

The main urban area of Medway is well served with services. Frequency is generally good, but evening and weekend services are low. In rural areas services are less frequent and poor at the weekends and evenings. The services to the Medway Valley and the Hoo Peninsula are particularly low in frequency. Residents are of the view that services are expensive, for example an adult day pass for Arriva in Medway is £5.60 versus just £4.80 in Dartford, albeit this may reflect a larger fare zone. Nationally, average bus and coach fares have increased by more than double the retail price index (76% against 30% RPI) since 2011 according to research by the RAC foundation²². During consultations with Arriva, the main bus operator in the authority, no capacity issues were raised at present, and it was stated that future demand created via the Local Plan could be met, and the company will proactively be involved in expanding services where growth is proposed.

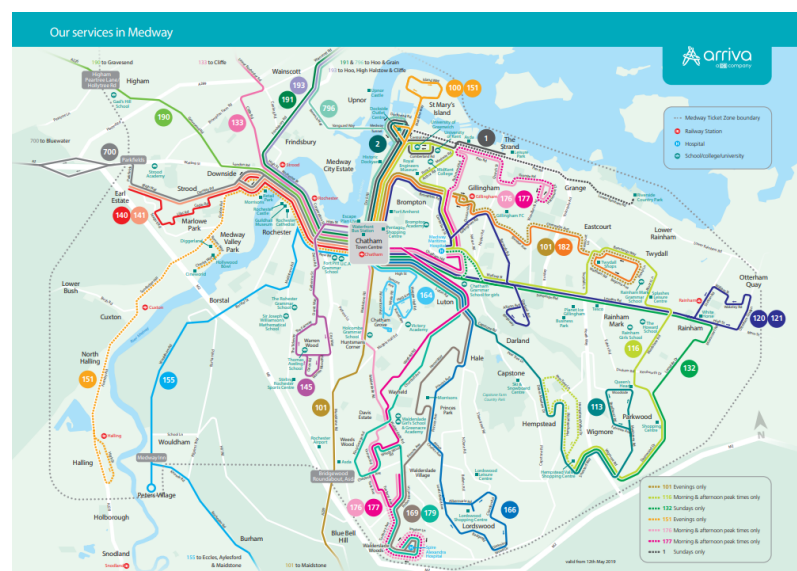


Figure 4: Arriva route map in Medway

²¹ DfT, Bus Statistics, Table BUS0109a: Passenger journeys on local bus services by local authority: England, from 2009/10 (2019)

²² <https://www.racfoundation.org/data/cost-of-transport-index>

Proposed infrastructure

Medway Council supports the use and increased patronage of sustainable forms of transport and will require improvements in bus services alongside developments coming forward. Details will be expected of how development proposals will enable increase opportunity for bus patronage as part of the development process, including through their design and density, to give residents choices about how they travel. Achieving a shift towards more sustainable forms of transport could also help Medway to better accommodate proposed housing growth by reducing the amount of additional traffic generated by new residents, helping to address climate change and air quality issues.

The longer-term solution to the congestion issues in Medway has to be through encouraging people to leave their cars at home and use public transport, and the Medway Council Climate Change Action Plan set out to assess opportunities to promote modal shift and reduce single passenger car use²³. While bus services do not in themselves require infrastructure to be delivered, where new developments are concerned, a revenue subsidy from developer contributions can enable better travel options for new residents. Medway Council will seek contributions for this purpose where this would help to ensure development is sustainable. The draft Hoo Development Framework sets out the aspiration for new bus services serving the Hoo Peninsula – with these to be secured through Section 106 and or/Section 278 agreements alongside new bus stops and physical infrastructure, less revenues achieved. The IDS also sets out the aspiration for bus prioritisation methods in Medway's town centres, however this will be subject to future Local Transport Plan decision making.

Funding

The total funding required for the proposed projects outlined above is not currently known, as this will depend on S106 agreements and revenues achieved – typically bus services are subsidised by developers less any actual fair revenue from passengers, meaning that developers only cover the residual. The above projects will be delivered through a combination of funding from Section 278 Agreements and private investment from bus services operators.

Aviation

In line with the NPPF Paragraph 104, Medway recognises the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time. The economic value of airfields, in serving business, leisure, training and emergency service needs, are also recognised. Medway currently contains one general aviation airfield at Rochester Airport. This is currently being developed via the Innovation Park Medway Development Consent Order.

Lead Agency	<ul style="list-style-type: none">• Rochester Airport• Medway Council
Evidence base	<ul style="list-style-type: none">• Innovation Park Medway Development Consent Order

²³Medway Climate Change Draft Outline Action Plan 2019-2024

Education & Early Years

Education is split by age, but also post-16 years of age by qualification level being delivered. This section covers the following services:

- Early years
- Schools (primary, secondary & sixth form and SEN)
- Further education (including Adult Education)
- Higher education

See Medway's Local Plan policies on Learning for more details.

Early years

Lead Agency	<ul style="list-style-type: none">• Medway Council
Evidence base	<ul style="list-style-type: none">• Medway Council, Childcare Sufficiency Assessment 2019 – 2020

Context

Early years provision refers to childcare and early learning for 0- to 4-year-olds. All children aged between three and four years old in England are entitled to 570 hours of funded early education per year (usually taken as 15 hours a week for 38 weeks of the year) with an approved childcare provider (some two-year-olds from families receiving some forms of support are also eligible – in Medway accounting for 44% in this age group). In September 2017 this provision increased to 30 hours per week for children aged 3 and 4 for eligible households.

At present this is regulated by Medway Council who have a responsibility to ensure the adequate provision of early years childcare, with services provided by a mixture of registered childminders, nurseries in schools, and independent nurseries.²⁴ It does this by working with providers to manage supply and demand in the market, signposting providers to areas of emerging demand, business support to providers, and information sharing with partners to ensure demand is met.

It is important to note that there is only approximately one full time childcare place for every three children in the 0 to 4 age group in Medway (or approximately 1:2 for children 2,3 and 4, reflecting the choices made by parents in arranging their childcare, some of which may be informally through friends or family).

A total of 253 early year childcare facilities offering funded provision are located in Medway providing 6,444 full time places, including 118 childminders, 42 nursery classes in schools, and 106 independent providers. Predominantly these are clustered in Gillingham, Rainham, Hempstead, and Strood (see figure x for details).

²⁴ Childcare Act 2006

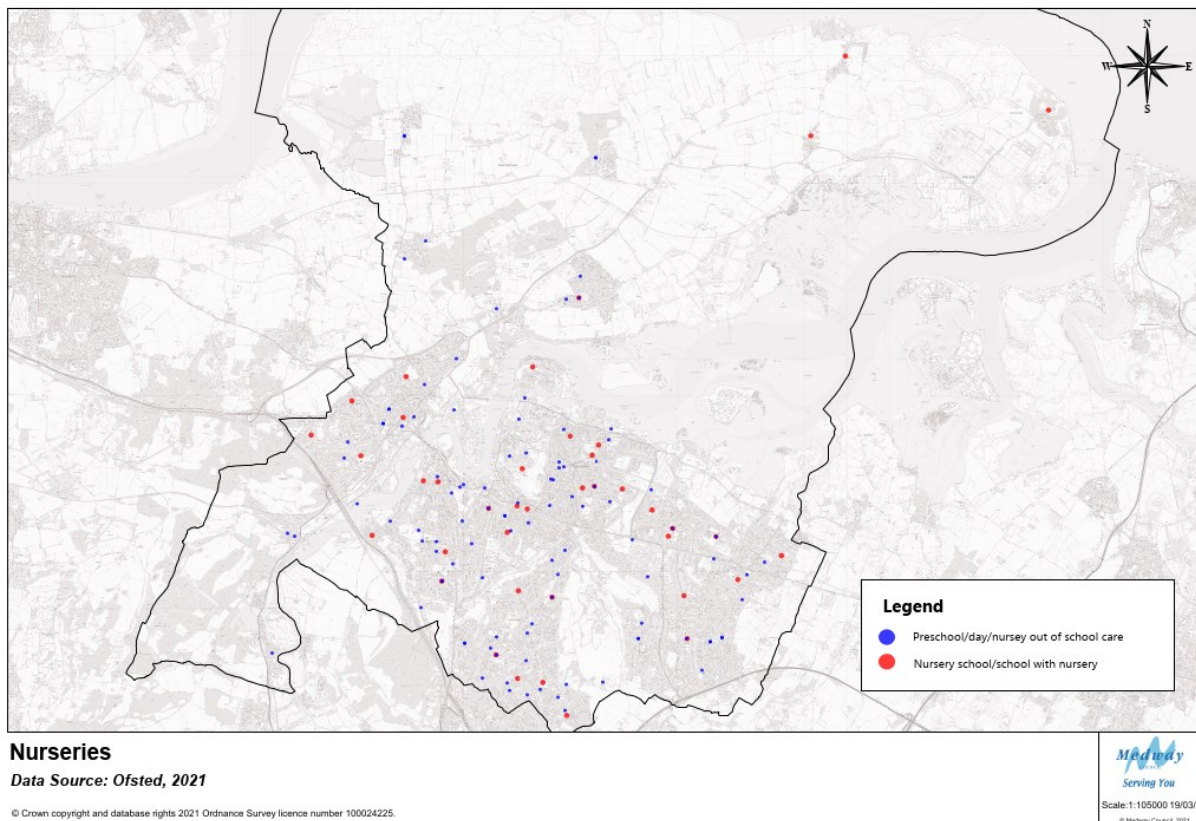


Figure 5: Map of childcare provision in Medway, Source: Ofsted

Quality & capacity review

After significant increases in the number of children aged 0-4 in Medway up to 2010, the number of children in this age group has stayed relatively stable around 18,000 since then. As of 2019-20, the time of the last sufficiency assessment, there were 819 full-time childcare vacancies across Medway. However, vacancy rates are a snapshot and often change rapidly. In some cases, providers may have a vacancy which is only available for a specific age group, or for a particular part time arrangement. In general, vacancy rates are higher in the autumn, when children move to school. New housing development makes forecasting the precise number of children in Medway over the local plan period challenging, however the focus will likely be on responding to localised areas of need to reduce the need for students to travel further to school and improving the quality of existing facilities.

All childcare providers must register with and be inspected by Ofsted, who give them an overall grade for the quality of their provision. In recent years, 97% of childminders, 94% of private and voluntary nurseries and 86% of nursery classes in schools in Medway have been rated as Good or Outstanding by Ofsted.

Proposed infrastructure

Medway Council is predicting a need for a maximum of 1,000 new early years places over the plan period (2020-2037). The need is to be met via a mixture of nurseries within schools and private enterprises. In particular, development on the Hoo Peninsula is likely to require additional space for nurseries to be provided. This may be provided on site by developers as part of commercial spaces under the new use class E or could be collocated with other schools.

Funding

The total funding required for the proposed projects outlined above is unknown.

The above projects will be delivered through a combination of funding from the following sources:

- S106 funding – potential for S106 funding to support provision of new commercial E-class spaces that can be used by private providers
- Private investment – investment in new facilities by private providers
- National bus strategy enhanced partnership funding
- Levelling up/shared prosperity fund – subject to bidding

Schools

Lead Agency	<ul style="list-style-type: none">• Medway Council
Evidence base	<ul style="list-style-type: none">• Medway Council Schools Capacity (January 2021)• School Place Planning Strategy 2018-2022

Context

Medway Council as a unitary authority is the local education authority and has a responsibility to plan for school places within Medway. Provision of places can be provided through the local education authority and private trusts (including free schools and academies). There are only two local authority-maintained schools with sixth forms in Medway – one secondary and a special school – and the Sixth Form Grant is passed straight to these schools.

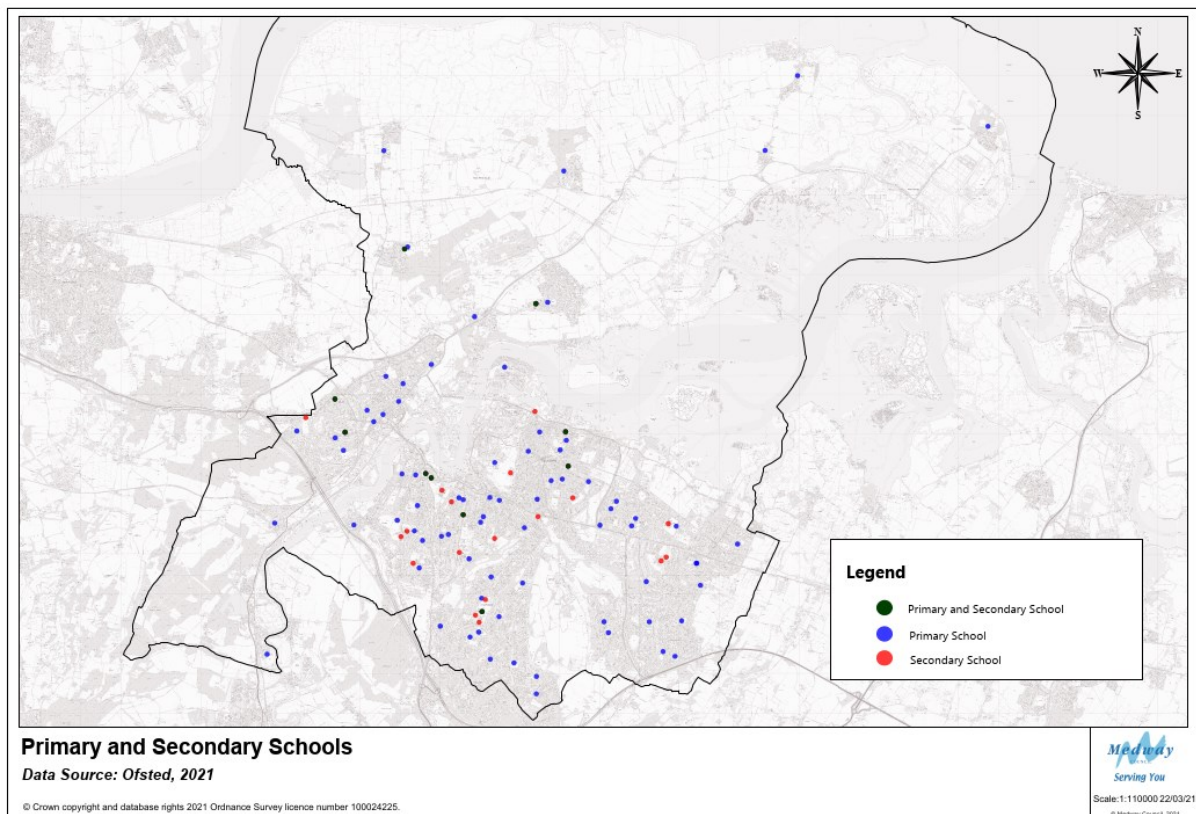


Figure 6: Map of primary and secondary schools in Medway, Source: Ofsted

Primary education –There are 79 primary schools in Medway, providing for a total of 26,300 places. At present there are 1843 places available across Medway in primary schools or a 7% surplus in space.²⁵

Secondary education – There are 18 secondary schools in Medway, consisting of 6 Grammar and 12 comprehensive schools. A total of xx spaces are available in Year 7 in Medway.

Other – Medway as the local education authority also has a responsibility to provide specialist education provision (SEN) for children with Special Educational Needs and Disabilities. In Medway there are 5 specialist schools, providing space for 1 primary, 3 secondary and 1 all-through school, but some other schools do also provide SEND facilities alongside mainstream teaching. Going forwards, Medway will commit a proportion of developer contributions collected towards education to enhance SEN provision in line with SEND needs and statutory requirements. Education and in particular the creation of a large number of places for children with SEND, is a significant part of Medway’s current capital programme.

²⁵ Medway Council, Schools Capacity (October 2019)

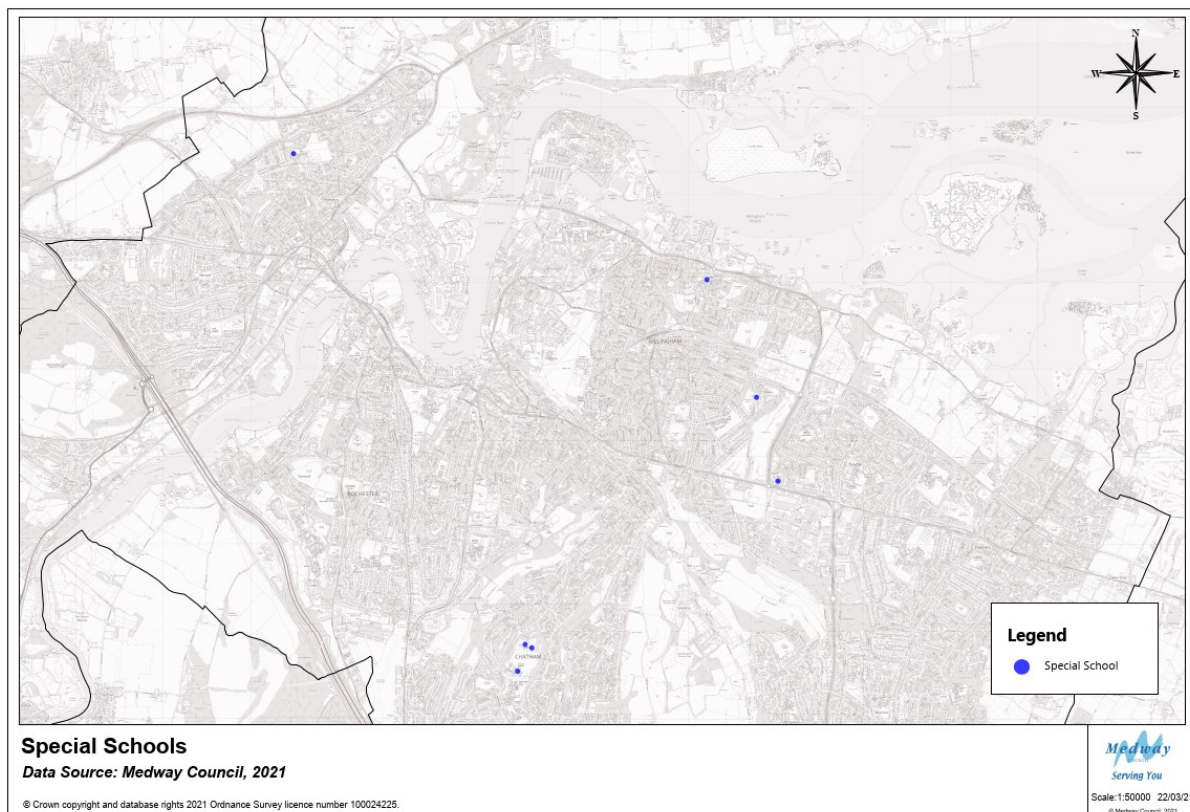


Figure 7: Map of SEND provision in Medway, Source: Medway Council

Quality & capacity review

There are generally sufficient primary and secondary places across Medway. However, there are pockets of under-capacity. There is a lack of primary school places in the west of the Hoo Peninsula, especially Hoo St Werburgh, particularly with regards to the significant growth proposed in the area. The shortage of secondary spaces is limited and less easy to predict due to the lack of catchment areas for these schools. The quality of the build fabric of some schools is also a concern. On the Hoo Peninsula specifically there is a need to improve some school buildings that are now dated – for example at Hundred of Hoo Academy, and the expansion/relocation of High Halstow Primary School.

Proposed infrastructure

Currently the Council has programmed in the development of 3 schools (1 2FE primary and 2 secondary) in order to deal with the existing growth. The schools are to be located at Rochester Riverside (primary), Rainham and Strood (secondary), with completions expected in September 2022 and September 2021 respectively. In relation to the longer-term requirements to meet the local plan proposals and scale of anticipated growth in Medway over the plan period, the Council has identified the need for 9 further primary school expansions, 2 new primary schools and 2 new secondary schools over the plan period. This includes the need for the Hundred of Hoo Primary school to expand by 1 FE by September 2022, with the relocation and expansion of both Chattenden and High Halstow Primary Schools by 1FE by September 2024. The expansion of Hoo St Werburgh by 1 FE is needed by September 2025, , and the delivery of two new primary schools totalling 4FE on the Hoo Peninsula by September 2029 and 2032 respectively and 2031. Medway's education service has indicated that the current rates in the contributions guide do not cover the costs of delivering new schools. 1FE primary school expansions are also required in Chatham, Strood, Rainham North, and Gillingham in the next five years,

and a new 6FE secondary school will likely be required to cover increased demand in Chatham, Rochester, and Gillingham.

The first additional new secondary school is felt appropriate to be located on the Hoo Peninsula and needs to be delivered by September 2025, taking into account the delivery of a new 6FE secondary school at Manor Farm, Strood by 2023, and the new secondary school at Moor Street Rainham which is currently under construction. There are two reasons for this: most new demand is to be created on the Hoo Peninsula and the existing secondary school at Hoo will not have the capacity. 1FE Expansions of Walderslade Girls and Greenacre School by 2028 are also necessary to accommodate pupil growth in those areas.

In addition, there is a need for two new special schools (a primary and a secondary). The primary provision is close to the areas of growth. Whereas the secondary and SEN provision is more strategic in nature. The education services have stated that in future, 1.9% of developer contributions will be used to expand special school places. Medway has recently embarked upon a significant programme of investment in local SEND provision, as part of the plan to address the deficit against the High Needs Block of the DSG. This year the Council has allocated £2.5million to create 250 SEND places in mainstream settings, £4.2million to create additional secondary places at Bradfields and a further £12.0million expansion at Abbey Court, also for secondary age pupils. The planned 160 place expansion and relocation of the Inspire Free School on to the Cornwallis Avenue site, is still progressing and is expected to be open in 2023.

These calculations are based on the pupil population projection from the Medway Developer Contributions and Obligations Guide 2021 and the spatial distribution of growth outlined in the draft plan. The proposed expansions and new school development are outlined in Appendix 1 – Infrastructure Delivery Schedule.

Funding

The total funding required for the proposed projects outlined above is £129m. Guidance from the Department for Education on securing developer contributions for education highlights the role that local authority borrowing powers can play in providing up front funding of for education in relation to S106²⁶. It states that “To support the delivery of strategic development at pace, you may need to forward-fund school provision within an urban extension or new settlement, using basic need funding or local authority borrowing if necessary and recouping these costs later through developer contributions secured by a planning obligation”. The above projects will be delivered through a combination of funding from the following sources:

- Developer Contributions
- Medway Council Capital Funding
- Government grant funding through Education Schools Funding Authority
- Private investment

Further education

Lead Agency	<ul style="list-style-type: none">• Mid Kent College• Medway University Technical College• Medway Adult Education
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²⁶ Department for Education, Securing developer contributions for education, November 2019, pp.7

	<ul style="list-style-type: none"> • Independent Training Providers
Evidence base	<ul style="list-style-type: none"> • Kent & Medway Area Review 2017 (further education), Department of Education

Context

Further education (FE) refers to any study after secondary education that is not part of higher education (that is an undergraduate or graduate degree). It includes both formal qualifications and occupational skills courses provided by both Colleges, Guilds and Adult Education Services, as well as apprenticeships and other forms of adult education. Some of these are managed by governing bodies and separate to Local Authorities, being separated from them by the Further and Higher Education Act 1992. Within Medway further education services come through a range of providers. Including: sixth forms and colleges, as well as independent providers. Specifically, there are 18 sixth forms and 2 further education colleges in Medway (UTC and Mid-Kent College). In 2009 Mid Kent College developed and opened a new campus at Chatham Maritime adjacent to the universities of Medway campuses costing £86 million.²⁷ This campus has c.3,000 students and provides level 2, 3 & 4 qualifications, and apprenticeships with specialisms in construction and engineering.²⁸ Medway is also home to the Waterfront University Technical College. A University Technical College (UTC) is an educational institution for 14–19-year-olds that delivers core national curriculum subjects as well as some technical specialisms (e.g. engineering etc). The Waterfront UTC presently has a roll of 196 students. In April 2017, the government announced a host of apprenticeship reforms, based upon the introduction of a new apprenticeship levy. Large employers with a payroll of over 3 million are required to pay 0.5% of their payroll into a central fund called the apprenticeship levy. Levy paying organisations are able to draw down funds in order to pay for apprenticeship training, for either new or existing staff.

Quality and capacity review

Central to Medway's plans for growth is an increase in high value employment supported by the matching local business demand and skills supply. This requires a skills base, enhanced by further education, that mirrors employer's aspirations and demands.²⁹ As a result of national trends in apprenticeships and university admissions, in recent years Medway has seen slightly lower trends in apprenticeship starts³⁰, however new forms of further education have been created such as T-Levels, currently provided by Mid Kent College. T-Levels have the potential to further develop the technical skills of Medway residents. Evidence from Locate in Kent (January 2018) indicates that the skills which companies find the hardest to source are related to work readiness – i.e. soft skills such as attitude and work ethic. Other priority skills gaps are Higher level and specialist IT/tech skills, engineering and technical skills, construction and engineering skills, and management and leadership skills. In January 2021 the Government set out further proposed reforms to post-16 technical education and training to support people to develop the skills needed to get good jobs and improve national productivity. This set out plans for a National Skills Fund from April 2021, in the context of the significant employment and skills challenges impacting particularly on young people as a result of the global pandemic.

Proposed infrastructure

The South East Local Enterprise Partnership (SELEP) has invested £22 million in skills capital funding across Kent and Medway to help assist development across the region (2015-17).³¹ From this funding

²⁷ <https://www.midkent.ac.uk/about/>

²⁸ Department for Education, Kent & Medway Area Review: College Annex (August 2017), p.4

²⁹ Skills and Employability Plan for Medway 2035

³⁰ <https://www.gov.uk/government/statistical-data-sets/fe-data-library-apprenticeships>

³¹ <https://www.southeastlep.com/our-delivery/skills/>

three projects were identified for Mid Kent College, including an engineering skills growth hub at its Medway Campus. Medway Council is also currently delivering an innovative new adult learning, skills and employment hub through repurposing Britton Farm Mall, an underused Medway Council owned building, funded through SELEP. The hub will retrain, upskill, and support adults to access employment. State of the art digital facilities will improve digital skills and tackle digital exclusion, alongside providing the skills needed to access new high GVA jobs. The adult learning, skills and employment hub will be designed with flexible classroom space and state of the art digital equipment. A fully equipped training kitchen will be provided which will help meet a variety of community needs, from supporting business start-ups to reducing food waste and teaching life skills. No further specific infrastructure interventions have been identified through the Local Plan process in regard to either the further education colleges or sixth forms. However, Medway continues to support this sector through the Medway 2035 Regeneration Strategy that seeks to improve employability. The methods to do this are through the retention of further and higher education talent in the area by supporting the development of new business space and also apprenticeship programmes.³²

Funding

Any necessary infrastructure needed to support Medway's further education will be funded through a combination of funds. However, the delivery of further education services such as apprenticeships is expected to be undertaken as developer obligations rather than as developer contributions for Medway to provide these services itself. There are a great many ways that businesses in the development sector can provide opportunities and support relating to specific development sites, including through the submission of an employment and skills plan alongside major planning applications. This could set out relevant construction apprentices, local employment, work experience opportunities, and local procurement will be used to achieve Medway Council's employment and skills objectives. Any future projects will be delivered through a combination of funding from the following sources:

- Developer contributions
- Education and Skills Funding Agency
- SELEP funding
- Medway Council Capital Funding
- National Skills fund

Higher education

Lead Agency	<ul style="list-style-type: none"> • University of Kent • University of Greenwich • Canterbury Christ Church University • University of Creative Arts
Evidence base	<ul style="list-style-type: none"> • University of Kent University Plan 2015-2020 • University of Greenwich Strategic Plan 2017-2022 • Canterbury Christchurch University Strategic Framework 2015-2020

³² Medway Council, Medway 2035 (2019), pp. 46-48

Context

Higher education refers to education that results in a level 4 + qualification (HND, foundation degree, university degree or degree apprenticeship). These institutions are regulated by the Office of Students who seek to maintain standards.³³ Overall, the number of students has grown by 15% in the UK over the last 10 years, alongside a 50% decrease in part time students, with many now choosing to study full time. This has helped to drive the estimated £150m per annum spend of students and educational institutions with local businesses and services in Medway, alongside 1,200 jobs. Medway is home to four universities (Canterbury Christ Church University, University of Kent, University of Creative Arts and University of Greenwich). Three of the four universities are located at Chatham Maritime (Canterbury Christ Church University, University of Kent, and University of Greenwich), with one separately located within Chatham (University of Creative Arts – which has recently announced the closure of its Medway Campus from 2023³⁴). Three of the four universities are satellite campuses of Canterbury Christ Church University and University of Kent at Canterbury and University of Greenwich at Greenwich. In total there are approximately 12,000 students in Medway, alongside over 1,800 purpose-built student accommodation spaces.³⁵

Quality & capacity review

Through consultation a lack of space on Medway Maritime campus has been identified as a longer term issue by the universities located there. Specifically, there is a lack of space identified for start-up companies formed by graduates from the universities. Medway's Local Plan will also seek to support the development of new purpose-built student accommodation where suitable, and Medway's regeneration strategy Medway 2037 will seek to improve opportunities for graduate retention including through the provision of high quality employment spaces and opportunities. A 2015 study found that Kent and Medway retained 38% of its graduates, while some cities in other parts of England retain as many as half.

Proposed Infrastructure

Both Canterbury Christ Church University and University of Kent have building projects underway, however these are limited to sites in Canterbury rather than Medway. At present no need for expansion has been identified in Medway. However, the growth of the universities in Medway and focus on the need to retain the graduate populations is generating a need for new sites adjacent or to the Medway campus for creation of start-up space. One such initiative is the new Chatham Docking Station currently proposed by the University of Kent. This £5.5m Institute of Cultural and Creative Industries will transform the Grade II-listed Police Section House – currently used as offices and overlooking The Historic Dockyard Chatham – into a new hub for the university by 2024.

Funding

As no further specific projects are yet to be identified no funding estimates can be provided.

The above projects will be delivered through a combination of funding from the following sources:

- Universities

³³ <https://www.officeforstudents.org.uk/>

³⁴ <https://www.bbc.co.uk/news/uk-england-kent-57001439>

³⁵ Medway Council, Medway 2035 (2019), p.18

- Public sector capital investment e.g. One Public Estate, Cultural Development Fund and Future High Street Fund

Utilities & Waste

Utilities are services provided that enable the day-to-day function of a place. These include:

- gas
- electricity
- water supply
- wastewater
- waste
- smart infrastructure including telecommunications

Utility services are generally provided by private companies known as statutory undertakers and regulated by national bodies (Ofwat and Environment Agency) rather than at a local level – except municipal waste services. Waste services (collection and disposal) for residential properties are regulated by Medway Council and run under contract by Medway Norse.

Gas & Hydrogen

Lead Agency	Southern Gas Networks National Grid
Evidence base	<ul style="list-style-type: none"> • Southern Gas Network - Long Term Development Strategy (2018)

Context

Gas in the UK is transmitted across the national network and then distributed throughout a local network. The national network is currently managed and maintained by National Grid, albeit the company plans to sell the network in [2022](#), while the local network is split up into eight networks (Scotland, Northern, Northwest, West Midlands, East of England, North London, Southern, Wales and West) managed by four companies (SGN, NGN, Cadent Gas and Wales & West Utilities). The local distribution network is where the supply to development is sourced and so is what is needed to be analysed for the purposes of the Local Plan. Within Medway the local network is managed and maintained by Southern Gas Networks. Aviation fuel is also imported, stored, and distributed from the Isle of Grain.

The Committee on Climate Change suggests that 80 to 90% of homes and all non-residential buildings must use low-carbon heat by 2050, and the Climate Change Act 2008 has set a legally binding commitment to reduce the UK's net CO₂ emissions to zero by 2050. The legislative framework for the planning system carries forward the UK commitment to tackling climate change. Research by Costain has found that the existing gas network may be able to carry hydrogen, initially hydrogen and natural gas may actually be mixed together, and separated prior to entering people's homes, ensuring that those with hydrogen boilers can use them while a transition takes place. The government and industry have committed to trialling a fully hydrogen town by 2030, supported by BEIS, and early trials in the village of Winlaton near Gateshead have begun this year. In Winlaton, 20% of the supply will be switched to hydrogen blended in with natural gas, with other trials ongoing, including in Fife. Currently, eight out of ten homes in the UK use gas boilers, while estimates suggest

that 90% of the homes that will be in use by 2050, when the UK is meant to achieve net-zero, have already been built.

The Department for Business, Energy and Industrial Strategy recently published the UK Hydrogen Strategy which sets out the government's approach to developing a thriving low carbon hydrogen sector in the UK to meet its ambition for 5 gigawatts of low carbon hydrogen production capacity by 2030³⁶. National Grid is currently working on 'Project Cavendish'³⁷³⁸ on Medway's Isle of Grain together with a consortium of energy companies to look at the feasibility of developing hydrogen production capacity in this location³⁹⁴⁰. The report found that "The Isle of Grain (IoG) presents a technically feasible, commercially viable, strategic location to build and operate a hydrogen production facility which would be a key enabler to the UK meeting the Net Zero 2050 target." The report further recognises that this will involve increased investments and that CCS and hydrogen will require both capital funding and revenue support. By 2026 the aim is for the facility to be producing up to 700 megawatts of blue hydrogen and capturing and storing 1.2m tonnes of CO2 a year. By 2030 the aim is to be producing 1.75 gigawatts of hydrogen and capturing and storing, offshore, 3m tonnes of CO2 a year. While future regulatory proposals are as yet unclear, it is expected that by the middle of the decade, all domestic gas boilers will be 'hydrogen ready' meaning that they can be converted for use with hydrogen. Quality & capacity review

Medway has one of just 26 liquefied natural gas (LNG) compressor stations in the country, which is located on the Isle of Grain. The Grain LNG terminal is the largest in Europe and eighth largest in the world, with plans for further expansion.⁴¹ The terminal has a vast regasification capacity and a ship reloading facility to help meet high export demand. Global LNG supplies are expected to increase substantially, making this a competitive fuel source for various purposes. LNG is considered a vital part of the energy mix, given the reduction of domestic gas production.⁴² The site occupies about 16 hectares, is approximately 2.4km west of Grain village. The terminal has facilities for unloading LNG from specially constructed ships. The LNG is stored in purpose-built tanks and is vaporised to form natural gas, which is supplied to consumers via one high pressure pipeline in the National Transmission System. The terminal also generates and handles natural gas for supply to lower pressure pipeline systems and this gas is odorised using a proprietary compound before supply to consumers.

National Grid Grain LNG Limited, a wholly owned subsidiary of National Grid, owns and operates the terminal, which was the country's first modern day LNG importation terminal. The terminal consists of a purpose-built LNG unloading jetty on the River Medway and a 4.5km cryogenic pipeline that connects the jetty to the storage tanks. The current annual capacity is 15 million tonnes of LNG – equivalent to 20% of UK gas demand, alongside 1m cubic metres of tank space⁴³. The Grain terminal capacity is booked until 2029/30, with no further primary capacity available until then.

³⁶ <https://www.gov.uk/government/publications/uk-hydrogen-strategy>

³⁷ <https://www.projectcavendish.com/>

³⁸ https://smarter.energynetworks.org/projects/nia_nggt0143/

³⁹ <https://www.h2knowledgecentre.com/content/project379>

⁴⁰ <https://www.nationalgrid.com/stories/journey-to-net-zero-stories/making-plans-hydrogen-backbone-across-britain>

⁴¹ <http://grainlng.com/>

⁴² <https://www.ft.com/content/6fc45d4e-dfed-11e7-8f9f-de1c2175f5ce>

⁴³ <http://www.grainlng.com/our-services/primary-capacity/>

Southern Gas Network has not reported any issues with present capacity on the network when reviewing sites proposed for allocation or that are presently coming forward for planning permission outside of the local plan. Only one long-term project has been identified as a result of the proposed spatial strategy. The proposal is for the reinforcement of gas infrastructure

Proposed infrastructure

A consortium of companies involved in energy generation, infrastructure and design is proposing to support the Hydrogen Strategy through Project Cavendish on the Isle of Grain. This would contribute 700 megawatts of blue hydrogen and prevent 1.2m tonnes of CO₂ per year by 2026. This would increase to 1.75 gigawatts and 3m tonnes of CO₂ per year by 2030.⁴⁴ Land on the Isle of Grain is being promoted as an established industrial location with existing energy infrastructure, including Liquefied Natural Gas importation, gas and electricity transmission infrastructure, offshore wind power and potential offshore storage. The three gas power stations provide significant early anchor demand loads for hydrogen use. By 2026, the aim is to have a facility in place producing low-carbon (blue) hydrogen by reforming natural gas and capturing and storing CO₂ offshore. A CO₂ pipeline is proposed to run alongside the LNG pipelines running out to the LNG jetties before turning west towards Jetty No. 7.⁴⁵

This would establish the centre of a hydrogen hub for London and the South East, providing for 800 jobs during construction and 50 long-term jobs. The initial demand for hydrogen is expected to be power generation in the local area and blending into the national, regional, and local gas networks for domestic use. The project would seek other uses for hydrogen, such as transport and manufacturing.⁴⁶ The council will continue to engage with National Grid regarding Grain Business Park, which benefits from outline planning permission and trip credits. A refined trip budget would need to take account of the interaction between Grain Business Park and Project Cavendish.

No detailed interventions have been proposed at this stage by SGN for the gas network. These will emerge when the specific proposals for sites come forward in detailed planning applications rather than during the development of the Local Plan. The reason for this is that the detail of the required connections to site cannot presently be defined as layout has not yet been agreed. However, the government has indicated that from 2025 onwards, new environmental standards enacted through the building regulations will prevent new homes from being heated by gas boilers. This presents a significant challenge for development in Medway and on the Hoo Peninsula specifically.

Work is currently ongoing looking at alternative sources of energy to heat homes in the area, for example through ground or river water source heat pumps or hydrogen fuelled boilers (see other energy sources below). However, as businesses are one of the primary users of such technologies, there is a strong role for business energy customers to play in developing this infrastructure, with homes being a relatively minor element of such schemes. Local authorities also have a key role to play in making heat networks succeed. Their involvement, particularly in the development stages, can help realise the benefits of heat networks, while also delivering jobs and growth. See Medway's Local Plan Energy policies for more details. The energy supply policy is intended to increase the supply of renewable and low carbon energy and heat by identifying Kingsnorth and the Isle of Grain as suitable locations for renewable and low carbon energy development. It recognises that proposals for renewable and low carbon development may come forward in other locations.

⁴⁴ <https://www.projectcavendish.com/>

⁴⁵ Ibid

⁴⁶ Ibid

Funding

The total funding required for the proposed projects outlined above is unknown and will be assessed at planning application stage by statutory providers as part of new connections charges, or as part of a wider heat networks strategy if developed by Medway Council and partners. While future energy standards will be national requirements and therefore a requirement for developers to meet, the energy market may also play a role in future upgrades, as may government funding to pump prime this emerging market. The government will use the Hydrogen Business Model Consultation to seek views on how the business model for a UK hydrogen network should be designed, however an application for Net Zero Hydrogen Funding to develop project cavendish will be submitted in Autumn 2021.

The above projects will be delivered through a combination of funding from the following sources:

- Southern Gas Networks Capital Funding
- Private investment
- BEIS support for heat networks, e.g. the [Heat Networks Delivery Unit](#)
- OFGEM Strategic Innovation Fund
- Net Zero Hydrogen Fund

Electricity

Lead Agency	UK Power Networks
Evidence base	<ul style="list-style-type: none">• UK Power Networks - Long Term Development Statement (2018)

Context

The electricity network has three parts: production, transmission, and distribution. Production relates to power stations. Transmission refers to the high voltage connection between the power stations and substations operated by National Grid. Distribution is the lower voltage connections to residents and businesses operated different providers across the country; in Medway it is operated by UKPN. Table 2 illustrates the structure of the UK electricity network.

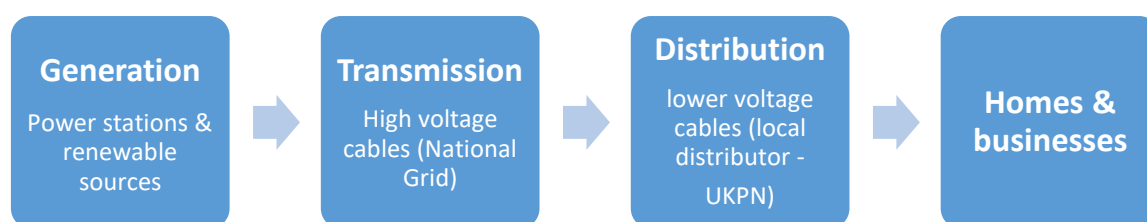


Table 4. UK electricity network

Medway has a significant input into the electricity network on the production and transmission parts. Medway hosts two natural gas fired power stations: Damhead Creek and Isle of Grain, and

formerly hosted a third. Together these have a combined installed capacity of 3GW.⁴⁷ This represents almost half of the installed capacity for the South East region and 5 per cent of the UK.⁴⁸ Damhead Creek has planning permission for a significant expansion in generating capacity. Various cables forming part of the national energy supply network also cross the Medway area, including the two-way electrical inter-connector (BritNed) linking Grain and the Netherlands.

Although significant this infrastructure is mainly a strategic issue based on the UK wide energy market. The local growth changes although important will not influence the need for this infrastructure and will not be considered in the IDP. Due to the significance of the infrastructure the Local Plan will need to address the issue through the safeguarding of land.

The local distribution network will be the focused for the IDP. Electrical supply is provided locally through access to substations. Within Medway there are 13 substations. These are located across the authority (figure X) and operated by UK Power Networks. Upon discussion with the UKPN it has been suggested that there is sufficient capacity in the system to meet the needs of the planned growth.

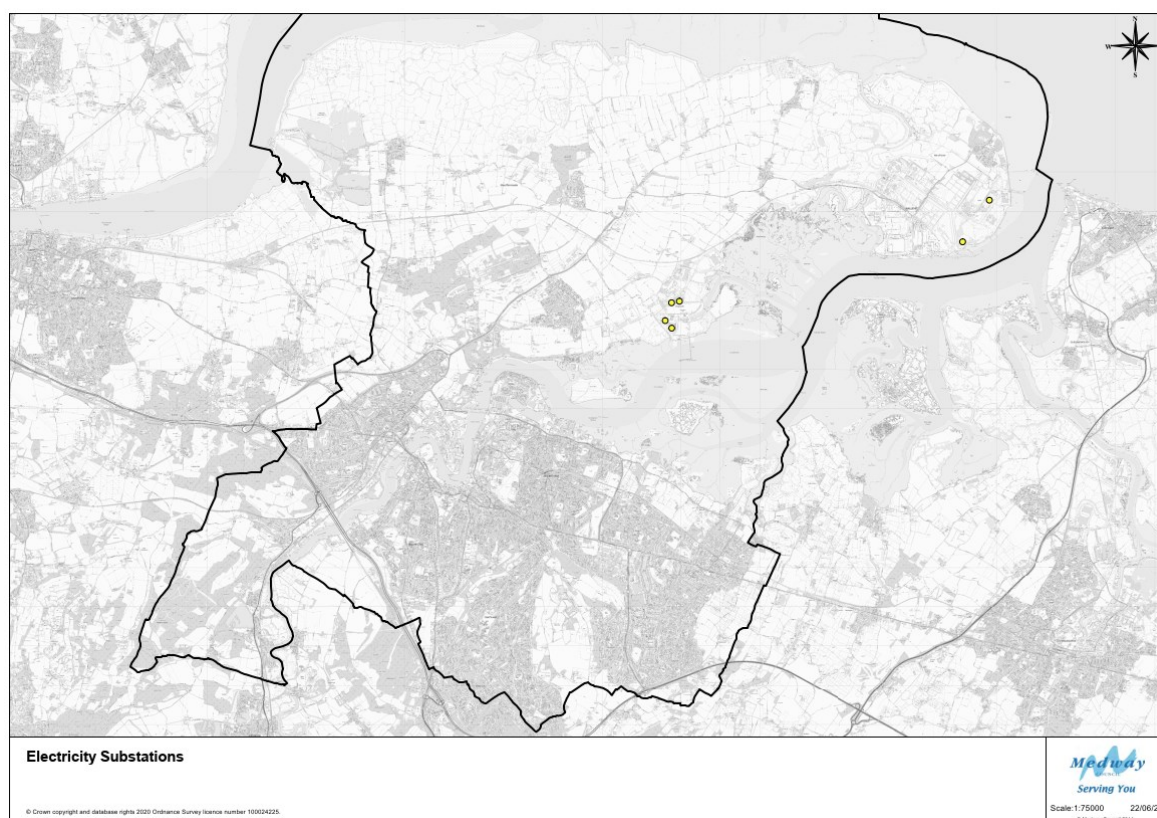


Figure 8: Map of Electricity Substations, Source: OFGREM

Quality & capacity review

Upon review of the long-term development statement for Medway no projects have been identified for development based on the growth proposals provided.⁴⁹ Similarly to gas infrastructure the

⁴⁷ Department for Business, Energy & Industrial Strategy, Power Stations in the United Kingdom (operational at the end of May 2017)

⁴⁸ Figures derived by analysing data for conventional forms of energy for the South East and England (i.e. coal, oil, natural gas, and nuclear power generation)

⁴⁹ UK Power Networks, Long Term Development Statement (2018)

electricity infrastructure provider is reticent to engage other than on the principle and overall capacity of the network until the proposed allocations proceed to applications for planning permission and a level of detail is achieved that will enable more accurate costings for the connections to the network. This reflects the fact that UKPN is not regulated to carry out speculative upgrades to the network, but instead to respond to planning applications and ensure that developers meet the costs for any reinforcement necessary.

Proposed infrastructure

At present no specific interventions have been identified with the level of growth identified. However, UKPN believes that the growth can be accommodated through the addition of site level infrastructure and there is no need for new substations. Required infrastructure can be assessed and delivered through the planning application process, as there are statutory requirements for developers to engage with providers, and for providers to ensure adequate provision based on cost recovery. On Hoo specifically, the presence of electricity generating infrastructure suggests that this will not threaten the deliverability of growth in the area.

Funding

Improvements to the network are funded in two ways: either as upgrades to the existing distribution network, from maintenance, funded through electricity bills, or as new connections or reinforcement of existing infrastructure caused by new development are charged to the developers.⁵⁰ The Medway Viability Assessment factors in such costs as part of the build cost process.

Delivery of new connections and upgrades in Medway is via UKPN, or an independent distribution network operator (IDNO). An IDNO is a smaller network within an existing distribution network generally serving new developments.⁵¹

Although no new specific infrastructure has been identified UKPN has estimated that there will be a cost of the £15-20m to cover reinforcement to the network. Reinforcement may include connections and some upgrades to the existing network.

The above projects will be delivered through a combination of funding from the following sources:

- Customer recharge schemes
- OFGEM Strategic Innovation Fund

Other energy sources

Context

The Future Homes Standard will be a new energy efficiency standard for buildings that will be set out in building regulations by government in the coming years. The government has proposed to introduce this new suite of standard for a number of years, but the timescale has slipped considerably, and it is now due in 2025, with the final requirements still to be confirmed. The changes are intended to help the UK to achieve its net zero commitment by 2050, as the built environment currently contributes around 40% of carbon emissions. At present the future homes

⁵⁰ Ofgem - https://www.ofgem.gov.uk/sites/default/files/docs/2014/08/ofg538_web_how_to_leaflet_4_0.pdf

⁵¹ Ofgem - <https://www.ofgem.gov.uk/electricity/distribution-networks/connections-and-competition/independent-distribution-network-operators>

standard is expected to be brought into force from 2025 and is likely to require reductions in energy use in typical new build homes of between 20% and 30%. The intention is that homes will not be built with fossil fuel heating such as natural gas boilers but use other energy sources such as hydrogen or heat networks instead. Work on the full technical specification for the Future Homes Standard has been accelerated and will be consulted on in 2023. The government intends to introduce the necessary legislation in 2024, ahead of implementation in 2025.

Quality & capacity review

At present Medway does not benefit from other energy sources.

Proposed infrastructure

Medway Council appointed AECOM to carry out a Heat Network Delivery Unit (HNDU) Heat Mapping and Masterplanning study across Medway and it is part funded by HNDU. This study is the first in opportunity identification and development process for a potential district heating scheme and seeks to identify what is possible to achieve in the area, specifically focusing on the Hoo Peninsula, Strood Town Centre, Innovation Park Medway, and Rochester Town Centre. AECOM followed the HNDU methodology and CP1 guidance. This study considered energy demand and energy supply for each of the study areas. Existing and future energy demands were identified and estimated based on available data and AECOM's in-house data sets. Low carbon energy sources were identified with their potential supply capacity estimated. Key stakeholders for each study area were identified and contacted. AECOM held discussions with those who responded. Input from stakeholders was vital in developing a clear understanding of the commercial context for the stakeholders and its impact on potential heat network for that study area. Once this information was collected, technoeconomic modelling for 3 of the most promising study areas was carried out. This is a process of identifying the optimal scheme at this stage. It considers energy demand, energy supply, network routing, energy centre sizing, capital, and operating costs. A number of options are created for each network, this allows for comparison across technology, network route and scheme extent.

Funding

Government has recognised the challenges of funding new energy sources including heat networks. Proposals would either be expected to be cost neutral over their lifetime and/or funded with government support including loans from BEIS, for example the Heat Network Transformation Programme, Green Heat Network Fund (GNHF), and OFGEM Strategic Innovation Fund (SIF). AECOM's assessment found that the illustrative projects would provide strong returns to developers when measured over a 40-year timescale, and therefore additional grant funding would simply increase the rate of return which could invalidate the case for grants.

Waste

Lead Agency	Medway Council Medway Norse
Evidence base	<ul style="list-style-type: none"> Medway Council, Municipal Waste Management Strategy 2005-2020 (2006)

Context

Waste is split between local authority collected waste (household & public) and commercial waste. The IDP will only focus on LACW waste as this is what Medway Council is responsible for as waste disposal authority (WDA) and waste collection authority (WCA) for household waste.⁵² The provision, and hence management, of the household waste recycling centres is a statutory duty for the waste disposal authority of an area, of which Medway as a unitary authority holds this duty. The duty is imposed by section 51 Environmental Protection Act 1990 and requires the Council to make arrangements for HWRCs to be provided which are reasonably accessible to persons resident in its area. HWRCs must be available for the deposit of waste at all reasonable times.

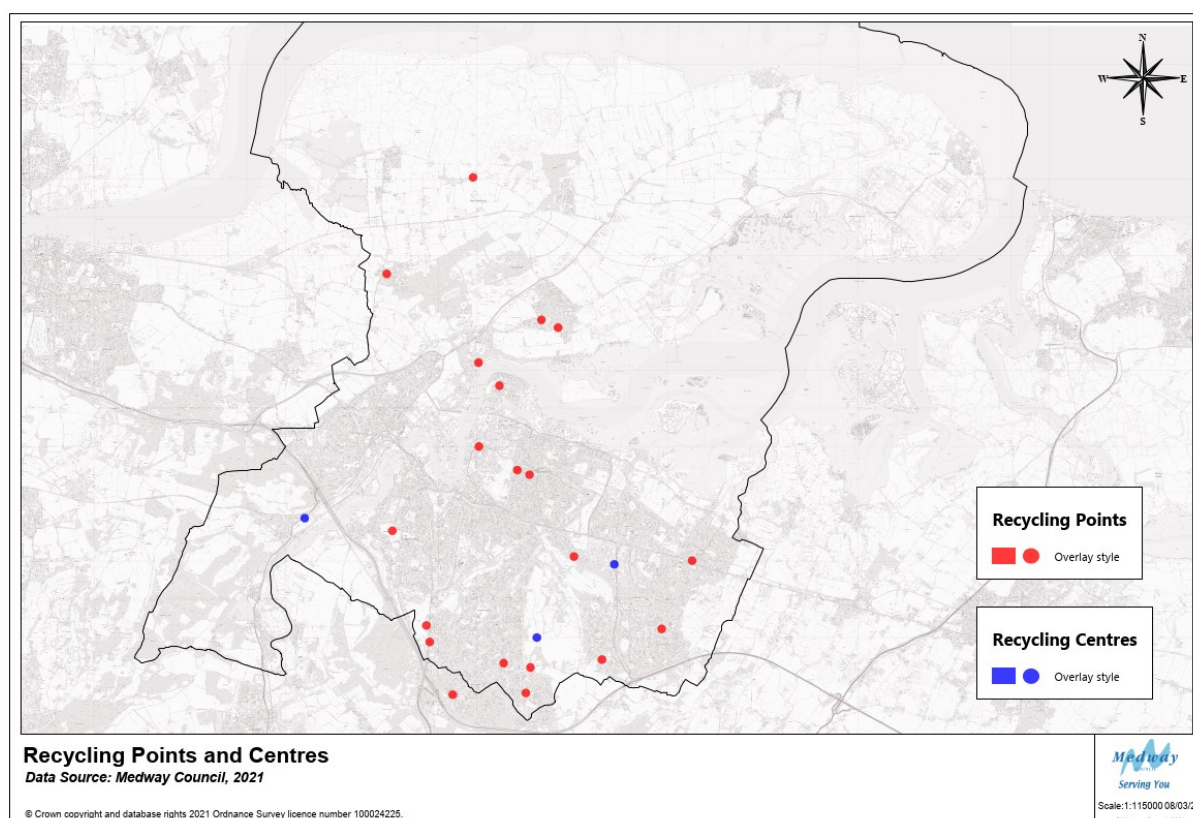


Figure 9: Map of Recycling Points and Centres, Source: Medway Council

Quality & capacity review

Presently there are three household waste recycling sites across Medway and five waste transfer stations. In addition to this there are two operational inert landfill sites with capacity.⁵³ Medway council have two contracts in place with a private waste contractor for the transfer, haulage and disposal of kerbside recycling and residual waste. A new procurement exercise for a recycle contract post Sept 2022 is currently underway. In recent years, the overall rate of waste which is recycled has stayed at around 43%. More broadly, Medway Council must meet its Landfill Directive

⁵² Environmental Protection Act (1990)

⁵³ BPP Consulting, Medway Waste Needs Assessment 2020 (2020), p. 12

2020 reduction target to reach 35% of the 1995 baseline by 2020. Additionally, all mechanical street cleansing arising's are sent for reprocessing rather than landfill with 95% being recycled.

In total waste facilities in Medway have a capacity to process between 435,000 to 834,000 tonnes per annum of waste. The figure is for both public and private facilities in the authority. The most used HWRC was Cuxton HWRC that has capacity for 14,028 tonnes per annum of material. There are no HWRCs on the Hoo Peninsula, the nearest facility is in Cuxton, which is reported as difficult to access due to traffic congestion. Medway has undertaken a Waste Needs Assessment (2020) for the plan period assess capacity in the system over the plan period. The results of the WNA show that there is a shortfall in waste capacity of 291,339 tonnes by the end of the plan period (2035/36), however there is no requirement for an additional waste transfer station.

During the Covid-19 lockdown and beyond, a significant increase in kerbside waste tonnages has been experienced, approximately 20% up to end of June. This represents additional pressure, not just on disposal, but on transfer station and Refuse Collection Vehicle wear and tear. Additional pressure comes from the reductions in waste markets (for example the onward sale of waste textiles) meaning lower returns on recycled materials.

Residual waste collected in Medway is sent for energy recovery at SELCHP (South East London Combined Heat and Power) waste to energy facility in South London. Here the material is burned, and the hot gasses produced during the combustion process pass through a boiler to heat water which is transformed into steam. This steam then powers a turbo generator which produces energy for the National Grid.

Proposed infrastructure

The significant proposed development on the Hoo Peninsula indicates the potential need for a new household waste facility in that area. However, no specific proposals for provision have been made. Any new proposals would have to be funded by Medway Council through capital funding and developer contributions. In the meanwhile, waste is dealt with by private companies on a regional basis, and there is always potential to move waste outside of Medway for processing to expand capacity, ensuring flexibility to accommodate proposed growth, particularly on Hoo.

In addition to the above, Medway's Waste team have been investigating potential sites that could become a new waste transfer station for Medway' kerbside collected waste – enabling the reception and bulking of waste prior to its onward transfer to a reprocessing or disposal point. From an operational perspective however, emerging changes in the market that is resulting in higher standards being imposed on the quality of waste that will be accepted by downstream waste re-processors, increasing the costs of waste sorting for Medway Council due to the use of private contractors. However, at present no sites are considered viable for development for this purpose, and such a facility would require a minimum of three years to deliver. Given existing waste contracts it is unlikely this process will be completed in the first five years of the plan period, should Medway council decide to proceed with initial scoping proposals for a new waste transfer station.

Funding

The development of new infrastructure will be met through the Council's capital budget and the use of developer contributions. It will be delivered by the Council's waste disposal partner, which at present is Medway Norse. No estimate has been provided yet by Waste Services of proposed

infrastructure. Where waste infrastructure is not available in Medway, waste is often moved to other areas for processing. See Medway's Local Plan Waste policies for more details.

Water supply

Lead Agency	Southern Water South East Water
Evidence base	<ul style="list-style-type: none">• Southern Water - Water Resources Management Plan 2020-70• South East Water - Water Resources Management Plan 2020-2080

Context

Two water companies operate within Medway (Southern Water and South East Water). The majority of supply to the authority area is provided from Southern Water. South East Water only supply water to Halling in the south west corner of the authority.

Generally, the authority falls within an area of water stress.⁵⁴ This means that there is generally a lack of water provided through rainfall for the present and future household demand.⁵⁵ Therefore, there is a need for water resource management, something that the Local Plan is looking to address through Policy NE7.

In Medway supply is split between groundwater and watercourse. The majority of the supply is from groundwater sources (75%), with the remainder coming from watercourses and external surface water sources (Bewl Water Reservoir). The urban areas of Medway including Rochester, Chatham, and Gillingham and Rainham are supplied with 100% groundwater, while the Hoo Peninsula is supplied with 56% river and reservoir water, and 44% groundwater⁵⁶.

The supply of and demand for water in Medway is not limited to the Borough's administrative boundaries and South East Water draws water from more than 250 boreholes, six rivers and six reservoirs, and treats water at 93 treatment works across its area. Water is also transferred by pipeline from Medway to Thanet, and from Medway to Hastings.

Quality & capacity review

Southern Water identifies a balanced supply until 2021/22 and then a deficit in supply following that, with the need to increase water supply by approximately 50% by 2030 across their entire operating area⁵⁷ In Medway and surrounding areas specifically, they estimate that by 2028, a 1 in 200-year drought would create a deficit in supply. They hope to rectify this issue through a combination of educational programmes encouraging people to use less water and fixing leaks. South East Water does not identify any capacity issues with its network in Medway.

Given the extent of aquifers under the main urban areas in Medway strong controls are in place to limit the potential for groundwater pollution. Medway's Draft Local Plan policy limits development

⁵⁴ Environment Agency,

⁵⁵ Environment Agency & Natural Resources Wales, Water Stressed Areas – final classification (July 2013), p.3

⁵⁶ Southern Water - Water Resources Management Plan 2020-70

⁵⁷ Southern Water – Business Plan 2020-25

that would detrimentally impact on the Groundwater Source Protection Zones and principal aquifers, as well as states that development should enable decreased surface water runoff.

Proposed infrastructure

The Medway Swale Estuary is one of the most important natural wetlands in northern Europe and is designated as a Marine Conservation Zone (MCZ) with its mix of fresh and sea waters providing a fertile environment for wildlife, particularly invertebrates, fish, and birds. As a nationally rare clay river, the Beult is classified as a Site of Special Scientific Interest (SSSI) as it supports the habitats, plants, and animal species characteristic of this type of river. The majority of groundwater abstractions in the catchment are taken from the North Downs chalk which drains into the estuary and there are three reservoirs although much of the water from these reservoirs is exported for use outside of the catchment. Bewl Water, at the head of the River Teise, is a major water supply source for the upper catchment. It is filled mainly by water abstracted from the downstream river.

Southern Water has identified the need to raise the retained water level in Bewl Reservoir, in East Sussex, by 40 cm. This does not require the existing dam to be raised, but it will require some minor modifications around the edge of the reservoir. Southern Water also proposes an indirect potable water re-use scheme on the River Medway, and to increase the proportion of metered households across the area from 88% to 92%, as unmetered households use 24% more water⁵⁸. These investments have been selected based on multi-criteria analysis by Southern Water, and have been subject to environmental assessments including SEA, HRA and WFD. Southeast Water has not identified any specific interventions in Medway based on the proposed scale of growth.

Medway Council also identifies within the Local Plan policy to limit development that would detrimentally impact on the Groundwater Source Protection Zone, covering much of the urban area of Medway, and principal aquifers.

Funding

Southern Water has identified the need spend £90m, expressed in current values, over the next 50 years in their Eastern service area, which includes the majority of Medway, as well as other areas of Kent and Sussex such as Thanet and Hastings. However, the profile of this spend over this period has not yet been determined.

The total funding required for the proposed projects outlined above is estimated to be £90m (Note: this is in the period to 2070 and includes areas outside of Medway). However, with regards to individual schemes costs will need to be assessed at planning application stage by statutory providers. The above projects will be delivered through Investment by Statutory Providers including the Ofwat price review and new infrastructure charge and water Industry Act 1991

Wastewater

Lead Agency	Southern Water
Evidence base	<ul style="list-style-type: none">• Southern Water Business Plan (2020-25)• Southern Water Drainage Action Plans – Whitewall Creek & Motney Hill

⁵⁸ Southern Water - Water Resources Management Plan 2020-70

	<ul style="list-style-type: none"> • Kent Water for Sustainable Growth Study (Kent County Council, May 2017)
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Context

Southern Water is the statutory wastewater undertaker for the whole of Medway. It operates two wastewater treatment works (WwTW) within the authority Whitewall Creek Wastewater Treatment Works at Upnor Road Rochester Kent, ME2 4UZ and the Motney Hill Sewage Treatment Works. Both WwTWs are proposed for U_IMP5 Improvement schemes in the AMP7 plan by Southern Water 2020-25.⁵⁹ The LPA area is served by a mixture of separated and combined sewers. Locations of significant combined system include the towns of Gillingham, Grain, and north Chatham.

Quality & capacity review

Southern Water has identified capacity issues at Whitewall Creek WWTW as part of the consultation on the proposed levels of growth in Medway (March 2019). This was supported by the Water for Sustainable Growth project undertaken with Kent County Council (2017). The study found that while Motney Hill would have a +5% flower permit capacity over this period, Whitewall Creek would have a -12% flower permit capacity based on planned growth, meaning that it would exceed its flow permit capacity.

In April 2020, Southern Water also identified⁶⁰ potential sewage flow and treatment capacity issues in the Chatham and Strood Town Centres, Hoo St Werburgh and suburban Rainham as a result of planned growth. The need for investment in these drainage catchment areas is being addressed through Southern Water's emerging Level 2 Drainage and Wastewater Management Plan for Medway, the consultation for which is expected in February 2021⁶¹. This will provide further detail on any proposed interventions to accommodate local plan growth in this area.

In April 2020 Southern Water provided Medway Council with detailed analysis of network capacity opportunities and constraints in relation to proposed housing allocations⁶² using a combination of WPS hydraulic risk scores, catchment level hydraulic risk scoring, and regional hydraulic risk scoring.

Increased waste discharge as a result of population and housing growth in the Medway Local Plan could result in deterioration in water quality simply through the increased volume of treated effluent (which will contain increased nutrient loading) or, where WwTWs are at or near capacity, in deterioration in the level of treatment that discharged effluent receives. Increased discharge of treated effluent to rivers that drain to the estuary could also affect water flows and sediment patterns within the area's designated sites.

Whitewall Creek WwTW has quality consent (permit) conditions for BOD and ammonia which needed to be modelled using load standstill to assess if tightening is required with future growth. The modelling assessment demonstrated that more stringent quality conditions would be required on the permit relating to ammonia and BOD to ensure no deterioration in WFD targets in the Medway estuary.

⁵⁹ Southern Water DWMP Delivery Programme 2019

⁶⁰ Email from Southern Water to Medway Council dated 03/04/2020

⁶¹ Southern Water DWMP Delivery Programme 2019

⁶² Email from Southern Water to Medway Council dated 03/04/2020

As this tightening is within the LCT there should be no impact on designated sites related to BOD or ammonia. In relation to ammonia and BOD, the changes required can be achieved with conventional treatment and hence a technical solution will be feasible. The Medway estuary currently has an overall waterbody status of 'Moderate', with the alternative objective to maintain 'Moderate' status by 2021. Its current overall status is limited to 'Moderate' due to the status of DIN (moderate) and surface water mitigation measures (Moderate or less). The current status for dissolved oxygen is 'Good'.

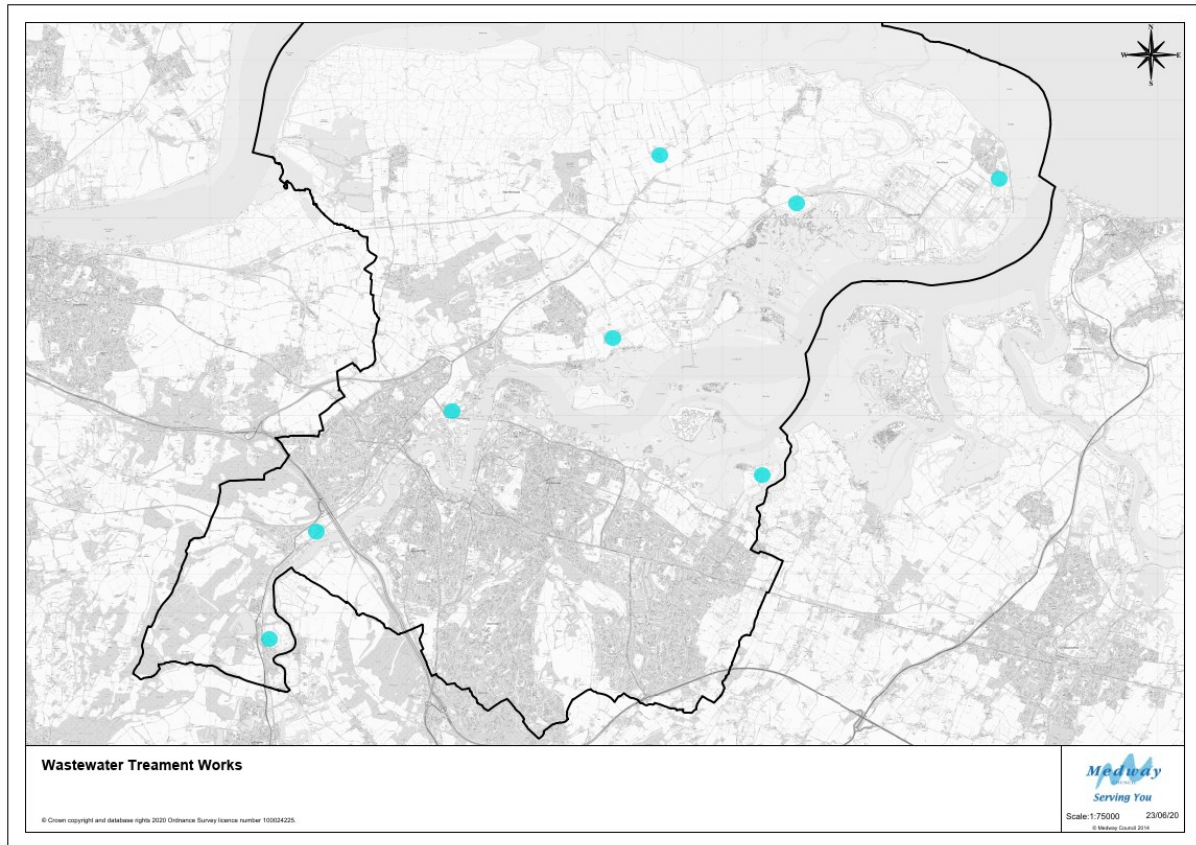


Figure 10: Map of Wastewater treatment works in Medway, Source: Medway Council

Proposed infrastructure

The growth planned for Medway over the plan period has been identified by Southern Water as requiring an upgrade to Whitewall Creek WwTW, to be funded through statutory charges. No timing or cost estimates have so far been confirmed for this upgrade.

Funding

As of 1st April 2018, all off site water and wastewater network reinforcement works necessary as a result of new development will be delivered by the relevant statutory undertaker. Local reinforcement works will be funded by the Infrastructure Charge (a fixed charge for water and wastewater for each new property connected). Strategic water and wastewater infrastructure requirements will be funded through water companies' 5-year cycle investment programmes, known as Asset Management Plans (AMP). Funding upgrades in Medway are likely to be taken through the next AMP cycle covering 2025 - 2030. The timing of development may need to be phased in line with the delivery of the WwTW upgrade. Further detailed requirements for additional water and wastewater infrastructure will be

determined at the time of individual planning applications, or, with larger regeneration allocations, in pre-application discussions with the service providers. Water providers will require an element of certainty of an application coming to fruition before they will commit to any changes to their infrastructure provision. Southern Water has not identified any present costings for the projects above as this will have to be done when the project has planning permission due to the present internal planning structures in the business.

The above projects will be delivered through a combination of funding from Investment by Statutory Providers including the Ofwat price review and new infrastructure charge and water Industry Act 1991.

Smart infrastructure

Lead Agency	Mobile: <ul style="list-style-type: none"> • O2, EE, Vodafone & Three Broadband: <ul style="list-style-type: none"> • BT Openreach • City Fibre • Virgin Media • Kent Broadband Team
Evidence base	<ul style="list-style-type: none"> • Ofcom: Connected Nations Update Report 2020

Context

Medway's Smart City Strategy is currently emerging in line with the Council's corporate ambition to be the leading Smart City in the South East of England by 2037. This ambition also relates to the council's medium-term objectives, Digital Strategy, Cultural Strategy and City of Culture 2025 bid. It is important to recognise this aspiration to better understand how infrastructure investment can support 'Smart City' ambitions. New street lighting and other highway infrastructure, CCTV cameras, new buildings and electric vehicles could all carry the technology required.

Digital and smart infrastructure includes a wide variety of aspects from communications to smart technology⁶³ - in other words, infrastructure that responds intelligently to changes in its environment and user demands to achieve an improved performance.

Telecommunications such as broadband and mobile phones in particular are intrinsic to how we now live and work, particularly in the context of recent changes to working patterns as a result of the Covid-19 pandemic. Access to fast broadband and telephone services are essential for business, learning and communities, and provision of high-speed broadband services is a key component of a successful economy. The council seeks to establish Medway as a well-connected smart city that offers a competitive base for businesses and excellent telecommunications services for residents.

Quality & capacity review

Data suggests that Medway has relatively strong broadband coverage, 98% of houses being able to get superfast broadband.⁶⁴ This covers most of the area of Medway with pockets of unavailability within the rural areas. Openreach has confirmed that there are no capacity issues in the existing network during consultation in April 2020. However, in 2019, ONS data shows that 9.7% of Medway residents had not accessed the internet in the last 3 months or never used it at all, higher than the national average of 9.1%.

⁶³ Royal Academy of Engineering, Smart Infrastructure: the future (2012), p.3

⁶⁴ Think Broadband Statistics - <https://labs.thinkbroadband.com/local/E06000035>

In June 2021, Medway is still experiencing low levels of full fibre (FTTP and FTTH) coverage at around 7.7%, compared to the national average of 24%⁶⁵. To combat this, CityFibre are in the processing of deploying full fibre in Medway to over 90,000 premises⁶⁶, investing some £42 million in the area to futureproof gigabit connectivity. There are plans to expand the full fibre rollout to Strood, the Hoo Peninsula, Cuxton and Halling in Phase 2; but City Fibre have not given an indication as to when these works will not commence – likely after Phase 1 has completed in 2024.

Mobile phone connections are provided by EE, Vodafone, O2 and Three.⁶⁷ Ofcom data suggests that mobile phone coverage in Medway is universal.⁶⁸ Issues of coverage arise depending on individual networks. The parts of the authority with poor coverage are the rural areas on the Hoo Peninsula. A map of Medway's telecommunications masts can be downloaded [here](#). Alongside the Kent Broadband Team, Medway Council officers plan to hold regular meetings with BDUK and mobile phone providers to encourage further 5G small cell deployment in Medway, to unlock future potential for residents and businesses.

Proposed Infrastructure

Medway Council is working with the Kent Broadband Team (Kent County Council) on the Building Digital UK (BDUK) programme to enhance broadband coverage to households that do not currently have adequate coverage.

The Government has just recently announced a new £5Bn Rural Gigabit Connectivity Programme⁶⁹. This fund is intended to deliver nationwide gigabit connectivity in locations unlikely to benefit from commercial investment. The government's ambition to deliver this by 2025, building on the recommendations set out in the 2018 Future Telecoms Infrastructure Review⁷⁰.

The £5Bn will focus on upgrading those hardest to reach areas with the highest proportion of premises without access to superfast broadband first, continuing to reduce barriers to deployment.

The council anticipates baser and booster stations will be required as 5G technology is rolled out in Medway than for the current 3G and 4G networks and will aim to work with the telecommunications industry to agree suitable provision and shared guidance. Notably, the government is introducing new permitted development rights for 5G masts, which could have an impact on their location and provision in the area going forwards.

Funding

Plans for telecommunications/broadband provision in new developments are generated early on in the process and are outlined during the planning application stage. Most locations identified for growth in Medway are within areas with a good broadband and mobile phone signal coverage. However, there are some specific growth locations on the Hoo Peninsula that suffer from a poor connection and will need significant investment.

⁶⁵ Think Broadband Statistics, June 2021

⁶⁶ CityFibre - <https://www.cityfibre.com/news/cityfibre-kick-starts-medways-full-fibre-future/>

⁶⁷ Ofcom, Mobile Coverage Checker - <https://checker.ofcom.org.uk/mobile-coverage>

⁶⁸ Ofcom, Connected Nations Report (Sept. 2018) - <https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-2018/interactive-report>

⁶⁹ DCMS, Rural Gigabit Connectivity https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/973961/RGC_Key_Information_Document_August_2020_V2.pdf

⁷⁰ DCMS, 2018 Future Telecoms Infrastructure Review <https://www.gov.uk/government/publications/future-telecoms-infrastructure-review>

Future developments will be expected to provide their own infrastructure connections to the network as part of a policy requirement set out in the Local Plan and in line with Ofcom guidance on duct capacity.⁷¹ However upgrades to the strategic network to facilitate these connections will be expected to take place through the market. However, Openreach has made a commitment to build FTTP infrastructure into any new housing development in the UK that has more than 250 premises, free of charge⁷² with a joint funding option available to smaller developments under this threshold, with connection charges in the range of £500 per dwelling, or more on small sites under 20 dwellings or which are located more than 4.5 kilometres from Openreach's existing fibre. Any additional connection charges are likely to generate a return for development and therefore should be considered under site abnormalities for the purposes of viability.

Due to the proposed future infrastructure projects proposed and method of delivery by providers the funding will come directly from developers and so no estimated costs can be provided.

The above projects will be delivered through a combination of funding from the following sources:

- Developer funding (build costs)
- Internet and mobile phone provider funding
- BDUK Funding

Electric vehicle charging

Context

The Kent & Medway Energy & Low Emissions Strategy (KMELES) has identified that the transition to zero emission vehicles (e.g. electric and hydrogen) is a key action to deliver net-zero targets. Current projected estimates suggest that there could be a range of between approximately 70,000 and 130,000 EVs in Medway by the end of the plan period in 2037⁷³, subject to levels of uptake, reflecting the government's commitment to end sales of diesel and petrol cars by 2030.

Quality & capacity review

To enable this transition and incentivise a greater uptake in electric vehicle (EV) ownership across the area, Medway Council has a strategic role to assess and address residential and business demand for local EV charging infrastructure; with an Ultra Low Emission Vehicle (ULEV) Strategy in development. More than 600 private electric vehicle charging points have been secured as part of the planning process in Medway already, these include developments such as at Rochester Riverside, Berengrave Nursery - Rainham, Kitchener Barracks - Chatham and developments on the Hoo Peninsula. This will continue in future, with the default position being that electric vehicle charging points are required in all on and off-street parking spaces in new developments in Medway where viable.

Proposed Infrastructure

Public sector land also has the potential to provide multiple locations where EV chargers could be installed individually or as EV charging hubs and this has the potential to provide an additional revenue income stream for the Council. The Kent & Medway Electric Vehicle District Network project

⁷¹ <https://www.ofcom.org.uk/phones-telecoms-and-internet/information-for-industry/telecoms-industry-guidance/newbuild-investment#17>

⁷² <https://newsroom.bt.com/openreach-announces-ultrafast-fibre-plans-for-gillingham-kent/>

⁷³ <https://democracy.medway.gov.uk/mgconvert2pdf.aspx?id=55357>

aims to deliver a consistent Kent & Medway county-wide public EVCP network across a potential 150 public car park locations throughout the county, including approximately 34 in Medway, subject to procurement and other approvals. Using District owned car parks, this will create “charging hubs” - bringing together multiple Local Authority partners to secure a consistent and high value solution for public and business use.

Funding

The Council will not be required to provide any funding for this opportunity. The project will operate under a Concessionary Contract over a period of 12-years, reducing the risk for the Council, whilst providing a revenue share from the use of the EVCPs. The specific terms will be agreed following the procurement activity to select a chosen EVCP Supplier. A long-term partnership is sought to incentivise suppliers to invest in the network and to ensure continuity of supplier for the years ahead. Further investment in private charging infrastructure in new development will be delivered under developer obligations and has been tested for viability, and in addition the Government has recently consulted on proposals to alter existing residential and non-residential buildings regulations to include electric vehicle infrastructure requirements⁷⁴. Further information on Medway’s ambitions for Electric Vehicles is available in the [Medway Council EV District Network briefing paper April 2021](#).

⁷⁴ <https://www.gov.uk/government/consultations/electric-vehicle-chargepoints-in-residential-and-non-residential-buildings>

Health & social care

Healthcare services in Medway are split into three sections: Public Health, primary and secondary/tertiary healthcare. All three work together to improve the health and wellbeing of the residents of Medway.

Lead Agencies and organisations	<ul style="list-style-type: none"> • Kent and Medway Clinical Commissioning Group/ICS including Primary Care Networks • Medway NHS Foundation Trust (Maritime Hospital) • Medway Community Health Foundation Trust • South East Coast Ambulance Service • Kent and Medway NHS and Social Care Partnership Trust • Medway Council Public Health • Medway Council Adult & Social Care • NHS England & NHS Improvement (National bodies)
Evidence base	<ul style="list-style-type: none"> • Medway Adult Social Care Strategy (2016-20) • KCC, NHS & Medway Council, STP, Transforming health & social care in Kent & Medway (2016) • NHS Estates Strategy 2015-20 • Kent and Medway CCG Primary Care Estates Plan 2021 • Medway CCG Operational Plan 2017-19 • Medway CCG GP Forward View (2016) • NHS Five Year Forward View (2014), • Medway NHS Foundation Trust, Clinical Strategy 2019-22 (2017) • Medway Foundation Trust, People Strategy 2019-22 (2017) • Medway Foundation Trust, Quality Strategy 2019- 22 (2017) • Medway Health & Wellbeing Strategy 2018-23 (2018) • Medway Pharmaceutical Needs Assessment (2018)

Public Health is regulated and supported by the Local Authority, while primary and secondary health care and some social care falls under the remit of NHS England and are organised locally by the NHS Kent & Medway Clinical Commissioning Group, alongside a wide range of other NHS organisations such as Community Health Partnerships who manage Medway's four Healthy Living Centres at Lordwood, Rochester, Gillingham and Rainham, as well as the Medway NHS Foundation Trust, and Kent and Medway NHS Social Care Partnership Trust. Public health in Medway is delivered through the commissioning of services.

This means that there is limited physical infrastructure required and as a result public health has not been considered in the IFS. However, they do provide information and education to help change behaviours that may require a developer contribution on certain forms of development. As of April 2020, Kent and Medway Clinical Commissioning Group has the responsibility for commissioning the majority of health services in Medway; Public Health (Medway Council) is also responsible for commissioning a range of services. From April 2022 this will be replaced by a new statutory body known as an Integrated Care Board (ICB) in line with government's proposed White Paper, which may take on further delegated commissioning for services such as dentistry and pharmacy.

In contrast secondary and primary healthcare may require physical infrastructure interventions through the provision of facilities due to the need for expanded services brought about by growth.

Some healthcare facilities such as hospital may also meet health needs outside of Medway. Primary care refers to initial contact healthcare services (GPs, pharmacies, dentists, and opticians). In Medway there are 72 GP practices, 58 pharmacies, 35 dentists and 21 opticians. Secondary care refers to acute healthcare services (i.e. hospitals). Whilst these are not considered in detail here, Medway Foundation Trust which runs Medway Maritime Hospital has indicated that significant additional bed capacity will be required in the next five years at their current site to accommodate local plan growth, likely costing £75m and requiring funding from the Department of Health and Social Care. Over the longer term, a new hospital site is likely required in Medway or Swale.

The impact on the Covid-19 pandemic on health infrastructure and services has been significant, and as a result, longer term planning has been affected. As the pandemic is still ongoing, the process of agreeing future priorities for health infrastructure has been delayed. Details on the new Kent and Medway CCG's Estates Plan are not yet available but will be included in future updates of this IFS and in the Infrastructure Delivery Plan published alongside the Medway Local Plan.

Primary care

Context

Local health and care services are provided by a wide range of health professionals including GPs, nurses, dentists, pharmacists, and opticians. In addition, a number of voluntary and community organisations in Medway also provide specific services or contribute to local health and care provision. For the purposes of this section of the IDP, only GP practices have been considered as the CCG has not been able to provide further information on community pharmacy, dental and optometry service needs and proposals. Further detailed information on the requirement for GP estates is contained within Kent and Medway CCG's August 2021 Primary Care Estates Strategy⁷⁵.

Kent and Medway CCG covers 1.8m people, and is currently responsible for commissioning both primary and secondary healthcare facilities in Medway, via the Medway and Swale Integrated Care Partnership (ICP), chaired by Medway Council Chief Executive Neil Davies, covering over 400,000 people, which oversees 9 individual Primary Care Networks consisting of groups of general practices working together, and in partnership with community, mental health, social care, pharmacy, hospital and voluntary services in, to offer more personalised, coordinated health and social care. Of the nine primary care networks in Medway and Swale (made up of 57 GP practice groups), Medway contains 6 networks, each serving between 30-50,000 patients: Gillingham South, Medway Central, Medway Peninsula, Medway South, Medway Rainham and Rochester. The CCG is also currently responsible for commissioning pharmacy services, in line with the Medway Pharmaceutical Needs Assessment 2018, prepared by the Medway Public Health service.

The NHS Long-Term plan sets out an ambition for all GP practices to come together with neighbouring and associated practices in 'Primary Care Networks' (PCN) to meet the needs of local populations, with national guidance enabling groups of practices coming together locally in partnership with community services, social care and other providers of health and care services around the needs of local patients. As part of a PCN, GPs will be able to recruit multi-disciplinary teams, including pharmacists, physiotherapists, paramedics, physician associates and social prescribing support workers, freeing up family doctors to focus on the sickest patients. It is expected that the capability and capacity of PCNs will build over the next five years to deliver fully integrated

⁷⁵https://www.kentandmedwayccg.nhs.uk/application/files/4116/2886/2453/PCCC_agenda_and_papers_19_August_2021.pdf

community-based care that meets the needs of our local populations. Currently, it is expected that by April 2022, Integrated Care Systems will replace CCGs as commissioning bodies within the NHS⁷⁶. They will have a single contract covering all health providers in Medway including Healthwatch Kent and Healthwatch Medway, Kent and Medway NHS and Social Care Partnership Trust, Kent Community Health NHS Foundation Trust, Kent Local medical Committee, Medway Community Healthcare, Medway NHS Foundation Trust, Medway Voluntary Action, South East Coast Ambulance Service, and Virgin Care.

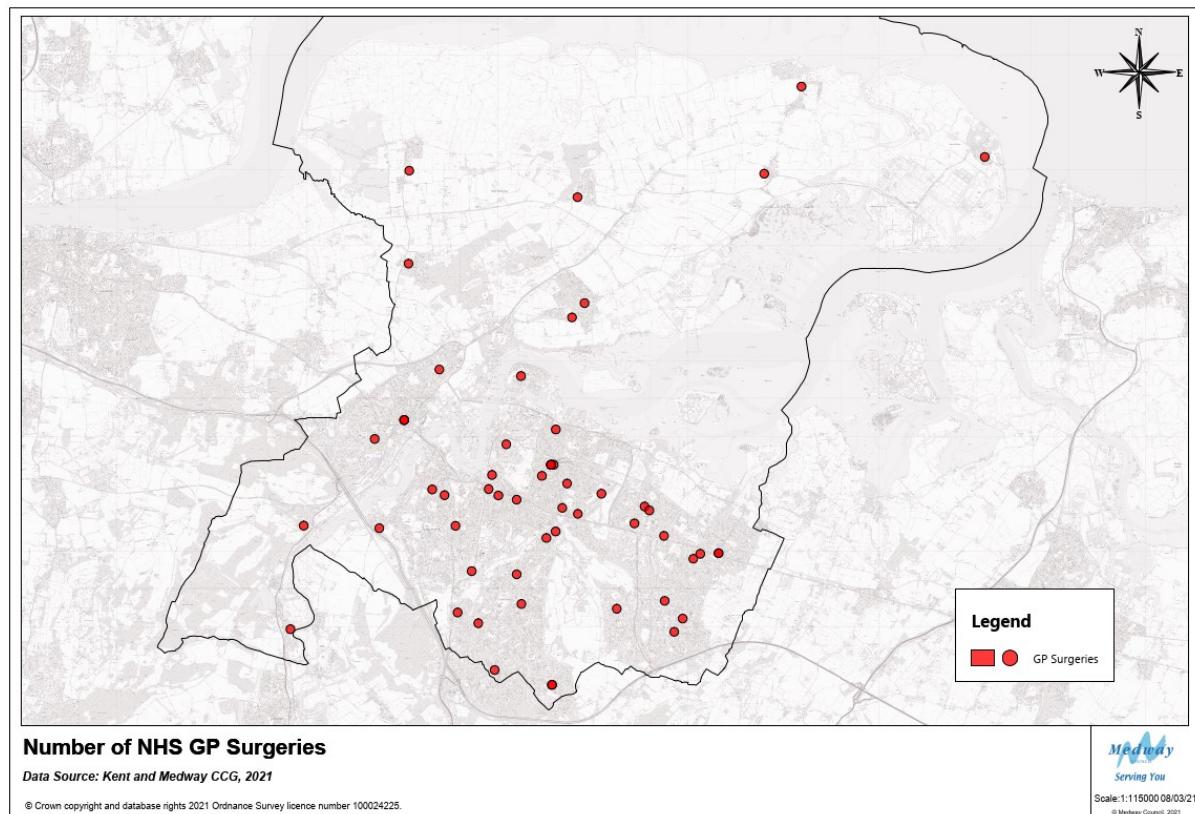


Figure 11: Map of GP Surgeries in Medway, March 2021, Source: Kent and Medway CCG

Quality & capacity review

In Medway there are significant pressures on all healthcare services due to high demand and a limited supply of adequately qualified professionals. Kent and Medway CCG had just 39 FTE GPs per 100,000 patients, compared with a national average of 46 per 100,000, ranking in the bottom 6% of local authorities on this measure.⁷⁷ While GP to patient ratio is not necessarily the best measure of the quality and capacity of primary care services, for example due to the contribution of nurse practitioners, this metric does coincide with local and wider concerns around the quality of primary care services in Medway in particular which predate the merger into the Kent and Medway CCG in 2020. Medway's 2017 Village Infrastructure Audit found that a number of villages had specific issues with waiting lists for GP visits.

However, as a result of the Covid-19 pandemic, projects such as the Improved Access to GP Hubs project, which enables evening and weekend GP appointments through new Primary Care Hubs

⁷⁶ <https://www.lgcplus.com/services/health-and-care/nhs-england-recommends-law-to-abolish-ccgs-by-2022-27-11-2020/>

⁷⁷ [NHS Digital, General Practice Workforce](#) June 2021

located within Healthy Living Centres, are affected. Kent and Medway CCG are currently undertaking a review of the purpose of these hubs in light of the pandemic which could have implications for future service delivery models in Medway, alongside a wider review of primary care including the new Medway and Swale Local Care Plan, which will set out the CCGs strategic approach to improving access and care for patients⁷⁸.

Medway has good pharmaceutical provision, with 58 community pharmacies and eight dispensing practices. The Needs Assessment found that 92% of Medway residents live within a 15-minute walk of a pharmaceutical service, and 99% within a 15-minute journey by public transport⁷⁹. The document did not identify specific requirements for upgrades to pharmacy services in Medway in the next five years, however, it states that large housing developments of 1,000 houses or more will result in the Pharmaceutical Needs Assessment in those areas needing to be reassessed both for access to pharmaceutical services and as to whether the area has changed from Controlled to Non-controlled. The document identified the need for Medway Council to liaise with charities such as wHoo Cares to improve access to pharmacies on the peninsula.

Proposed infrastructure

At present two new Healthy Living Centres have been planned in Chatham and Strood with precise locations yet to be defined and plans currently on hold as a result of the pandemic, as well as a number of smaller expansions and relocations of existing practices referred to in the Estates strategy referenced above. Funding from the Department for Health and Social Care of £8.5m and £6m respectively has been secured for the Healthy Living Centres, although further funding may be sought to enhance this. Medway Council and NHS Kent and Medway CCG are working together to propose a third medical facility comprising up to 3,650 sqm of space (indicative) including 1,200 sqm of primary care space and the potential for diagnostic services to be located on the Hoo Peninsula to serve the growth planned in that location. However this is likely to be a long-term aspiration based on an increase in practice list size by approximately 18,000 net additional patients and will be subject to NHS England prioritisation and approval processes. In the shorter term, temporary provision or expansion of existing facilities may be feasible in line with CCG requirements. For example, 4,000 additional patients could potentially support in the region of 350m² of primary care space to meet NHS requirements, which could be triggered with the occupation of approximately 2,200 new homes, should such provision attract a suitable GP practice under the General Medical Contract.

The potential to collocate GP services alongside other services including pharmacies or diagnostics is noted, and the Government's recent Health and Social Care Improvement White Paper points in the longer term to greater collaboration in commissioning health services, including between local authorities and NHS bodies, which will be enshrined in legislation later in 2021/22. It is understood that NHS England is willing in principle to discuss co-location with other public services and potential temporary use of other public-sector buildings (and vice versa). Any co-location would require the normal building and operational standards for NHS buildings to be met, including the Department for Health and Social Care's [DH health building notes](#). However, co-commissioning, and indeed the provision of new capital schemes and facilities for the NHS is complex, with significant challenges in providing new facilities even in large scale growth areas such as Hoo, due to restrictions on NHS capital including S106, and the specifications and requirements of central, regional, and local organisations. As part of the NHS Long Term Plan, a review by Professor Sir Mike Richardson which was published by NHS England in October 2020, set out the need for a new model of radical investment and reform of diagnostic services in England to tackle health inequalities in light of ongoing challenges resulting from

⁷⁸ <https://democracy.medway.gov.uk/mgconvert2pdf.aspx?id=59586>

⁷⁹ Medway Pharmaceutical Needs Assessment 2018 -

https://www.medway.gov.uk/downloads/file/2212/appendix_d_travel_time_analysis

the Covid pandemic, which could lead to the development of dedicated new facilities⁸⁰, typically within the existing NHS Estate, and separate from existing hospitals. Plans are currently being developed for Kent and Medway, however no details are yet available of proposed provision. The objective of these hubs will enable expanded access to blood tests in the community so that people can give samples close to their homes, at least six days a week, without having to go to hospital.

It should also be noted however that more broadly, the approach taken by the two national property arms of the NHS (NHS Property Services and Community Health Partnerships) which advise the CCGs, is that they would not generally build a surgery just for the new residents of a proposed development. They are seeking much larger practices that follow the hub model and such provision can rarely be justified through S106 contributions or in terms of the large amount of land that would be sought to develop a hub from a single development. In order to develop hubs, the preferred approach would be to relocate an existing practice or merge a number of practices into a new facility that, with the wider growth planned, will eventually become a hub facility or a larger GP Practice that works at scale. There is the ongoing concern for the potential necessity to provide temporary health provision to bridge the gap between the first residents taking up occupation and the final health facility being open. This coupled with the existing pressures on GPs in the surrounding communities is concerning and requires consideration.

A Health Impact Assessment will be undertaken by Medway Council and/or partners to further understand the specific requirements for the area, and the intention is for developers to provide Health Facilities Strategies alongside planning applications for development. The provision of services to address health needs are complex however, as the impact matters such as workforce requirements, technology infrastructure and advanced technology accessibility for the community, changes in service model provision, prevention and self-care can be significant, particularly in the context of a growing population.

Going forwards, the provision of healthcare infrastructure will need to respond to changing demographics that affect Medway along with the rest of the country as well as changes to the way that the NHS functions and care is delivered. Between 2020 and 2038, the proportion of the population in Medway over the age of 65 is projected to increase from 16% to 20%. In line with the recommendations of the Richards Review, new models of health and care will be required, including the significant expansion of the existing NHS footprint to accommodate additional diagnostic capacity. For example the review recommends a doubling of CT scanning capacity in the next five years to match other developed countries, and this will likely require new floorspace, thereby changing the amount of floorspace required by the NHS per head of population. This could lead to fundamental shifts in the delivery of healthcare services in Medway, and on the Hoo Peninsula. Considering the significant medium-term shifts in the NHS as a result of the recent White Paper, Medway Council will work closely with the Kent and Medway CCG to adopt a flexible monitor and manage strategy for health provision on Hoo, with future healthcare provision likely to be determined by what is best suited to the CCG at the point of delivery. This approach is in accordance with NPPF Footnote 35.

Funding

Historically in Medway planning obligations have been secured by organisations responsible for commissioning primary care with a focus on general practice infrastructure due to the direct impact population growth has on a practice list size and premises requirements. Healthcare contributions are expected to support the expansion and improvement of existing facilities, although some developments may be so significant as to warrant a new health facility in the development area. In

⁸⁰ <https://www.england.nhs.uk/wp-content/uploads/2020/11/diagnostics-recovery-and-renewal-independent-review-of-diagnostic-services-for-nhs-england-2.pdf>

the past, national restrictions on NHS capital spending meant that developer/commissioner contributions could only account for a portion of total funding for any given facility – however it is understood that this restriction has been lifted in the February 2020 update to the GP contract agreement 2020/21 – 2023, although this may only apply to non-GP floorspace.⁸¹ It is not clear how this, and the recent merger of the Kent and Medway CCG, will affect the £7m previously committed by the now abolished Medway CCG for new health provision on Hoo.

The CCG has an agreed process to securing Section 106 developer contributions⁸². Under this process the CCG will assess the impact on local practices whose catchment covers the development to inform a response to a planning application. Where practices are affected by a large strategic development, the CCG also engages directly with the practices. Historically, the focus on securing developer contributions has been on GP infrastructure due to the direct impact population growth has on practice list sizes and premises requirements. But the CCG will also, where there is scope to do so, seek to agree with the LPA the use of developer contributions funding for other uses such as equipment and IT and digital improvements. The CCG will either identify one or more named practices as the expected recipient of the funding for improvements or extensions to existing premises or alternatively where a strategic solution is required, detail the requirement for new premises either to replace existing GP premises or provide additional capacity.

Contributions are modelled using the HUDU approach, which has been set up to assist in the infrastructure development for health and is widely used nationally. The model takes full account of the demographics of the existing population, and the future predicted population growth. Using standard NHS cost and floor space requirements for the various facilities, the model is able to quantify the impact in terms of physical space and subsequent cost and estimate a cost per dwelling based on the future expansion of the population.

The total funding required for the proposed projects outlined above is estimated to be at least £30m, and likely more. The NHS will continue to engage with developers to secure appropriate contributions to meet health infrastructure needs, as will Medway Council. It must however be recognised that CCGs do not have delegated authority regarding capital funding for general practice. s106 contributions secured by CCGs should therefore be passed from the LPA to NHS England and Improvement (NHSE&I) local team before being transferred to the CCG for agreed projects. For premises projects an agreed process to demonstrate eligibility with Premises Cost Directions (2013) must also be followed. Where premises are provided directly by developers this would not be the case.

The above projects will be delivered through a combination of funding from the following sources:

- Department for Health and Social Care Funding
- S106 funding
- Levelling up/shared prosperity fund

Social care

Adult Social Care is about providing adults with support and advice to help them lead happy and healthy lives. It's about helping individuals to live independently and support those that support

⁸¹ <https://www.england.nhs.uk/wp-content/uploads/2020/03/update-to-the-gp-contract-agreement-v2-updated.pdf>, see pp.58

⁸² Kent and Medway CCG 'Section 106 and CIL Principles and Process - General Practice (June 2021) (see pages 70 to 84 of PCC Committee meeting on 17 June 2021)

others. There are a range of services available to help people in their day-to-day activities whether it's a large change such as moving home or a small change that can have a big impact. This could be for personal care (such as eating, washing, or getting dressed) or for domestic routines (such as cleaning or going to the shops). Medway Council does not own or operate its own residential or domiciliary care facilities for social care, although it does own and operate a respite service for adults with learning disabilities, Birling Avenue, and a Supported Living service, Flight. Adult Social Care is principally governed by the Care Act 2014 and the Health and Social Care Act 2012. The Care Act moved the focus of care provision from one of providing defined services, to one of 'meeting needs', giving authorities more flexibility and scope to work collaboratively with other services to fulfil these duties. Social Care is a means tested service, and so some people will be required to pay for some or all of their care or support needs, this can include housing costs depending on the type of accommodation they are living in.

Quality & capacity Review

Medway, like other parts of England, have the challenge of balancing significantly increasing demand, the need to improve quality of care and improve access all within the financial constraints of taxpayer affordability. Medway's Joint Health and Wellbeing Strategy sets out that over the next five years, the number of people aged over 65 years will increase by over 4,000 (10%) and the number aged over 85 years will increase by 900 (18%). It is estimated that by 2022, the number of people in England aged 65 and over with some disability will increase by 40% to 3.3 million. The number of people in Medway aged 65 and over with dementia is expected to increase by over 80% between 2010 and 2030, in line with the national trend. Many older people prefer to stay in their own home for as long as they can and to do so they may need additional support. There have also been increasing numbers of older people who need specialist accommodation that combines support, care, and housing provision. This ageing of the population is forecast to result in a substantial increase in costs to the health and social care system. These demographic changes and the steady overall growth in the population will put pressure on existing services. The increases in particularly vulnerable groups: very old people living alone, with long-term limiting illness and needing high levels of care, older people with dementia, and older people with learning disabilities will add to the pressure for additional care requirements. However, the evidence does also suggest that there will be a less significant increase in the numbers of younger vulnerable adults, although their needs may be more complex. Medway Council provides support to over 2,700 adult residents with care and support needs.

Setting aside the issue of care services, which would not qualify as infrastructure for the purposes of plan making or S106 contributions, the Strategic Housing and Economic Needs Assessment (SHENA) sets out the level of need for housing with care. People who need care and support are more likely to be low incomes than working age, able-bodied residents, and are also less likely to be able to access private sector rented accommodation, partly due to cost, partly to accessibility, and partly due to security of tenure. Consequently, housing that is both affordable and accessible is crucial to their wellbeing. Specialist housing, such as Extra Care and Supported Living schemes, may be required for individuals who are not able to live independently in the community without support, but there are also many people of all ages and abilities who can and wish to if the right kind of housing is available for them.

Proposed infrastructure

Medway's Adult Social Care Strategy 2016-2020 demonstrates the need for considerable investment in older persons nursing and extra care accommodation as well as supported accommodation for clients with learning disabilities. It is currently assumed funding will be provided by the private sector and voluntary organisations as service providers, as well as through central government and NHS funding. At present, there is no proposed adult social care infrastructure being brought forward with the Medway Local Plan. The main priority is to transform Local Care through the integration of primary, community, mental health and social care and re-orientate some elements of traditional acute hospital care into the community, this allows residents to receive joined-up care that considers the individual holistically. However, there is an opportunity at planning application stage to discuss whether developments can contribute to meeting adult social care needs through the provision of affordable and/or specialist housing types. Furthermore, the NHS and Medway Council are working together to develop an Integrated Care System (ICS) that will transform the health and wellbeing of people in Kent and Medway, the quality of the care they receive, and the sustainability of the system.

Community & cultural facilities

Cultural infrastructure includes a wide range of buildings and spaces which are at the heart of Medway's diverse communities, including community facilities such as village halls and youth centres, as well as creative production spaces, from individual artists' studios and rehearsal rooms, to spaces for major events and film studios, alongside heritage centres, museums, performance spaces and libraries, all of which help to make Medway a great place to live and visit. The Covid 19 pandemic has, for many people, reinforced the importance of community, and although it has been a challenging time for many community-run organisations and spaces, they have never been more important. The pandemic, and its continuation, is particularly critical for cultural and creative sectors due to the sudden and massive loss of funding and other income opportunities. Some organisations are currently benefitting from public sector support (e.g. public museums, libraries, theatres) but may well experience financial problems with significant loss of income in the future.

Community and cultural facilities are crucial to Medway's vision for regeneration Medway 2035. Importantly however, culture is often expressed only in the sense of the physical infrastructure, but culture can also include heritage, food, the night-time economy, creative interventions in the public realm and the creative industries, reflecting Medway's diversity. In a normal year the Council's Events and Festivals team directly produce one of the largest free outdoor events and festivals programmes in the country providing over 30 days of events reaching over 300,000 residents and visitors. Whilst developing cultural infrastructure is important, culture is about the people who make and enjoy it. Medway's Cultural Strategy, published in December 2020, provides more detail on Medway's cultural ambitions, including its City of Culture 2025 bid. By 2030 Medway will be internationally recognised for its creativity and culture, exemplifying the positive impacts on everyone's lives. Diverse, collaborative and engaged, we will celebrate the strength and creativity of all our residents.

Medway currently operates 15 libraries alongside a mobile library, with close to one million books borrowed in 2019/20, as well as 139 village halls and community centres, although most of these are run by charities rather than Medway Council. In total there are over 300 community, religious and cultural facilities in Medway, of which more than half are non-denominational - more than one for everyone 1,000 people living in the area, and this does not include many informal cultural facilities or infrastructure. This social infrastructure is wide reaching in terms of its benefits, providing for the health, welfare social, educational, spiritual, leisure and recreational needs of the community.

Cultural infrastructure

Lead Organisations	<ul style="list-style-type: none">• Medway Council• Universities @ Medway• Thames Estuary Production Corridor• Thame Estuary Growth Board• Chatham Historic Dockyard• English Heritage• Historic England• Arts Council England• Developers• Creative industry partners• Creative Medway partners
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Evidence base	<ul style="list-style-type: none"> • Medway's Cultural Strategy 2020 to 2030 • Creative Industries Federation • Creative Industries Council • Medway Skills and Employability Plan • Thames Estuary action plan • Thames Estuary Production Corridor: The Case for Investment • Creative Industries Council: Toolkit for Cities and Regions • Nesta: The Geography of Creativity • Mapping the UK's creative clusters • UK Core Cities Cultural Enquiry -
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Context

Cultural infrastructure includes facilities such as heritage attractions, museums, galleries, and visitor centres, as well as public art, creative workspaces, venues, performance spaces, libraries, public spaces, school (halls, gyms), theatres, artist studios. This social infrastructure is wide reaching in terms of its benefits, providing for the health, welfare social, educational, spiritual, leisure and recreational needs of the community. Furthermore, most recent Cambridge Economic impact study for Medway using visitor figures from 2019 showed a significant growth in tourism up until the beginning of Covid. The total visitor spend in 2019 was £358 million compared to £333 million in 2017. It is estimated that there were approx. 5 million trips to Medway in 2019 and that there are 7,000 tourism related jobs in Medway.

Cultural infrastructure enables residents to participate in community life while connecting people with others in their local area. Medway has adopted a new Medway-wide ten-year cultural strategy and is currently bidding to be UK City of Culture as part of a major national competition. Both these programmes create a legacy of opportunities for local people and bring significant economic benefits to the area.

Medway's Cultural Strategy is owned by a Medway-wide partnership that has shared goals, mutual respect, and strategic leadership at its core. This partnership and its governance clearly set out the ways in which cultural investment can support the transformation of services for children and young people, regeneration, the local economy, social well-being, and health.

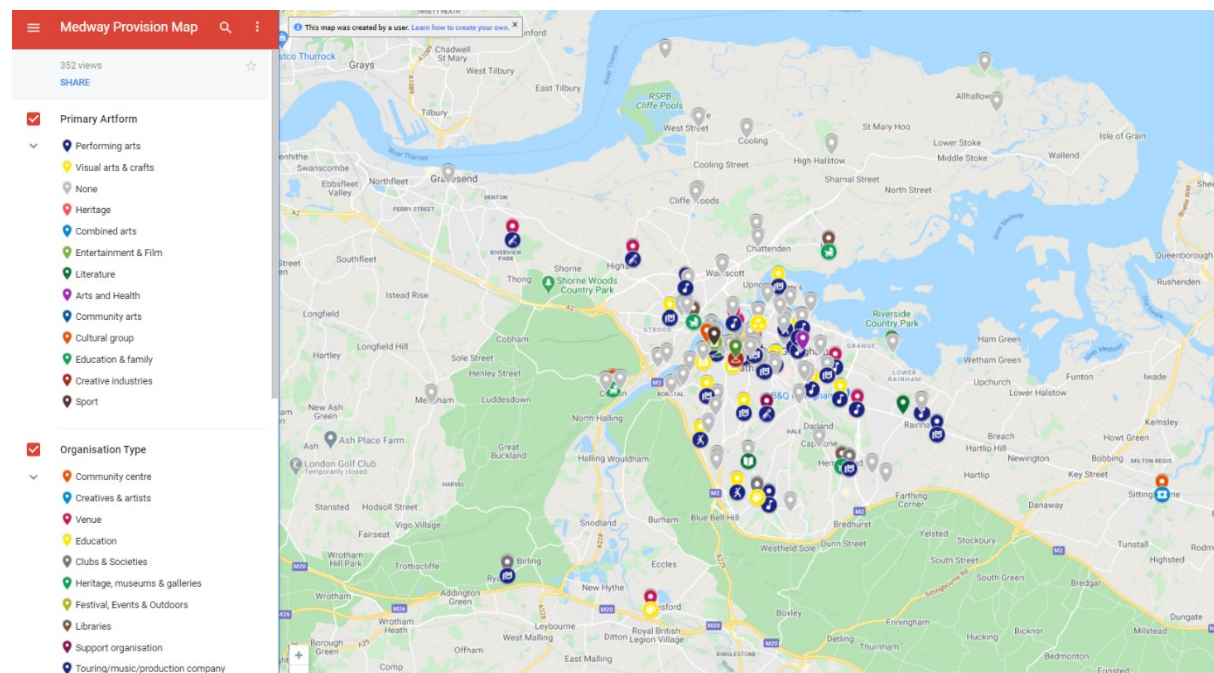
The strategy is a cornerstone of our bid for UK City of Culture 2025 and concentrates its shared ambition, focus and energy on identifying the priorities, managing resources, and expediting change. It will look beyond 2025, leading the legacy of the City of Culture bid, identifying opportunities for investment and development that support its longer-term vision to be recognized as a Child-Friendly City, putting our young people at the heart of our thinking.

Creative Medway was established to deliver the strategy by bringing together a broad group of stakeholders interested in culture and creativity from across Medway. Creative Medway is driven by five working groups representing the themes of the strategy: Connectivity, Shared Ambition, Space and Places, Creative People and Community Engagement. These working groups are supported by the Creative Medway Compact a group that brings together twelve professionals representing the creative, education, health and wellbeing, business, voluntary organisations, and the local authority sectors.

Quality & capacity review

As part of the process of producing Medway's Cultural Strategy 2020, provisional mapping across Medway identifies strong potential, but a potential that needs to be supported to grow and connect.

The cultural provision in Medway – as offered by both venues and organisations – was mapped according to the geographical location generated by the full postcodes of their current bases. An interactive map can be accessed through the following hyperlink, on which it is possible to identify each of the organisations and venues represented: [Medway Provision Map \(see below\)](#).



This work highlighted two main issues - the current spread of the cultural ecosystem in Medway is predominantly an uncoordinated spread of mainly small and often unsubsidised activities. It shows an abundance of potential which needs to be supported to grow and interconnect as it needs and wants. Furthermore, the gaps in the mapping, both of individuals and organisations which came forward as part of the Strategy development and of individuals and organization who were mentioned but didn't make contact, highlight the starkness of the likely undercount of any estimate of the size of the sector. It is clear that a fuller mapping of the sector is needed as part of the delivery of the Strategy. The research also found that Medway is an area where arts engagement has tended to be somewhat lower than the national average, with only 57.4% of people in Medway having engaged in or attended an arts event according to the 2016/17 Active People survey, as compared with the then England average figure of 60.3%.

Medway needs more spaces where people can collaborate to design, test, scale and engage with imaginative and enterprising ideas together - the area particularly lacks affordable spaces for the creative sector. Culture is very vulnerable to rises in land values following urban regeneration. Managing and supporting these valuable, but fragile, communities is challenging, but crucial. Creative spaces need to be recognised as assets of social, economic and community value, not just temporary solutions, and they also need a wide geography to broaden engagement. Culture can create a vibrant, diverse night-time economy, and plays a vital role in reclaiming underused in-between spaces and filling in-between times. Access to late-night public transport and other issues can be addressed by looking to provide wider geographical provision as much as by developing improved transportation to move audiences.

Proposed infrastructure

Medway Council is currently working with Creative Estuary, University of Kent, and Chatham Historic Dockyard Trust to deliver The Docking Station. This £9m Institute of Cultural and Creative Industries

will transform the Grade II-listed Police Section House overlooking The Historic Dockyard Chatham into a new creative hub for the university by 2024. Bringing together industry with local creative practitioners, students, academics and young people, the building will feature state-of-the art digital facilities, flexible co-working spaces and an immersive, interactive performance and gallery space for both research and presentation of projects. Detailed design and feasibility studies are underway, and the project will drive innovation and collaborative research and fuel the growth of the Medway creative economy through experimentation, skills, and product development, research, and partnerships. It will also inspire young people to choose creative and cultural studies in Medway and help bridge the gap between academia and business progression for graduates, enabling them to find creative work in the area. This is linked to the wider Thames Estuary Production Corridor project together with the South East Creative Economy Network, a South East Local Enterprise Partnership initiative alongside the Greater Greater London authority and partners which looks at the 100,000 people and 16,000 creative businesses in the Thames Estuary and aims to increase the number of jobs in this sector, as research suggests creative industry SMEs are 20% more productive than the average. There is also the potential for further creative workspace uses to be brought into Chatham Dockyard.

The partnership has ambitions to extend the reach of The Docking Station onto Chatham High Street and connecting to The Brook Theatre using funding from the £9.5 million secured through the Future High Streets fund to grow flexible, affordable co-working and managed workspace for the creative sector that complements the existing performance and rehearsal space to drive innovation and creative collaboration. The Future High Streets fund could also be used to develop a creative Innovation Hub Medway delivering a creative and collaborative workspace in the town centre to support the development of Chatham's creative sector, and restoring and redeveloping the vacant St John's Church into a conference and coworking hub to meet growing demand, alongside other vacant spaces in Chatham

A further £1.6m funding from Historic England's High Streets Heritage Action Zones scheme which aims to find new ways to champion and revive historic high streets for example through re-using heritage buildings such as the historic Featherstone building, enabling the area to become a cultural and creative hub. Alongside, Theatre 31, based in Medway, has received £1m from central government's Youth Performance Partnership Fund administered by Arts Council England (ACE). Medway Council is also currently proposing a Visitor Centre close to Vicarage Lane, Hoo Flats, expected to cost £3m to provide community, staff office, interpretation / awareness centre. This is expected to be funded through developer contributions.

Medway Council is also leading on the development of Innovation Park Medway, a digital creative technology park at Rochester Airport, where an innovative new planning tool known as a Local Development Order has been used to develop a masterplan to simplify planning for 100,000 sqm of business space in the North Kent Enterprise Zone including tax reliefs and government support.

Medway Council is also leading on the redevelopment and refurbishment of Chatham Waterfront and Mountbatten house, both of which have the potential to create high quality new outdoor events spaces and public art installations. Further work is also ongoing in the Chatham Maritime area looking at a drive-in cinema opportunity, as well as further opportunities for an indoor events centre and creative production hub.

On the Hoo Peninsula, there are significant opportunities to develop creative and flexible community and workspaces, alongside spaces for outdoor events and a large-scale creative production hub as

part of Medway Council's Hoo Development Framework and the Cultural Masterplan for Hoo currently under development.

Funding

- Developer contributions
- Medway Council capital funding
- SELEP
- Government funding e.g. through City of Culture 2025, Levelling up and Shared Prosperity Fund
- Charitable funding e.g. Heritage Lottery Fund
- Private investment

Heritage

Context

Medway Council owns a significant number of heritage assets, which help to increase the knowledge, understanding and appreciation of the area's history, and act as a backdrop for the Council's cultural and events offer. In addition historic buildings under direct ownership, the Council is also responsible for the care and maintenance of other cultural and heritage assets within Medway, not least the Elizabethan defences at Upnor Castle, but also surviving elements of the original city wall around Rochester. The Council's most significant heritage buildings – Rochester Castle, Temple Manor and Upnor Castle – are maintained through a local management agreement with English Heritage, under which essential maintenance work is commissioned by the Council, but the cost shared 50/50 with English Heritage.

Quality & capacity review

Recent upgrades have included £2m National Lottery Heritage funded development project Fort Amherst and Chatham Lines Command of the Heights. At Rochester Castle, a new canopy is being installed over walkways in partnership with English Heritage, as is a programme of wall inspections and remedial works. Plans for major improvements to the keep and castle grounds have been in progress throughout the year, working towards 2027 which marks the 900th anniversary of the building of the keep.

The Guildhall Museum is an Arts Council England National Portfolio Organisation working in partnership with the Historic Dockyard Chatham and the museum services of Canterbury and Tunbridge Wells. This funds the museum to employ a visitor experience officer and undertake increased research into our visitors in order to make improvements to the visitor experience. A new interpretation plan has been developed for the museum which includes phased plans to improve the museum.

Although Eastgate House was not open during 2020 due to Covid, plans for a series of exciting exhibitions and events going forward have been devised and developed, subject to Covid safety measures allowing the building to reopen in 2021. A new conditions survey has been undertaken on the Charles Dickens writers Chalet with a report and action plan currently being developed. The heritage team will work with local timber specialists to cost a phased programme of repairs with the long-term aim being to enable visitors back into the chalet.

The £470,000 restoration programme for the Corn Exchange has included essential health and safety works to glazing in the Queen's Hall, the redecoration of each public room and facilities, as well as a beautiful new piece of art from local artist Luna Zsigo in the foyer. The programme has ensured that

the building has retained its historic features whilst also balancing the demands of a contemporary audience with new audio visual and Wi-Fi provision.

Proposed infrastructure

There are ambitions to create an interpretation centre at Rochester Castle in the long term. Furthermore, a £3m Expression of Interest is being developed for the 'Whose Hoo' heritage project on the Hoo Peninsula looking at a range of community/ heritage projects including Slough Fort, tree planting, paths, cycleways, and community engagement. Submission for this Expression of Interest has been delayed as a result of the Covid-19 pandemic; however the National Lottery Heritage Fund have encouraged the Council to continue to develop the bid, with a response expected in 2021. The current capital programme also includes £500k over a five-year period to fund conservation work at Rochester Castle, however a recent survey by external consultants identified a total of £1.5m of restoration works in the longer term.

Funding

Medway has received English Heritage grants combined with capital receipts to fund recent major conservation and development works to Rochester Castle, Temple Manor, Upnor Castle, Guildhall Museums, and the Corn Exchange. For example, Other central government funding sources such as the Future High Streets fund may also be used to reinforce the cultural infrastructure in an around Chatham High Street.

Community hubs & libraries

Lead Organisation	<ul style="list-style-type: none">• Medway Council
Evidence base	<ul style="list-style-type: none">• Medway Community Hubs and Libraries five-year business plan (forthcoming)• Arts Council England – National support agency for libraries• Libraries Connected – Independent national Sector Support Organisation

Context

The Community Hubs and Library service are the responsibility of Medway Council, it has a statutory duty to provide them as per the 1964 Public Libraries and Museums Act. In Medway there are 6 Community Hubs and 9 Libraries and two mobile Libraries. These are spread across the authority. A number of these facilities also offer enhanced community hub services.

Medway's Community Hubs and Libraries have a selection of services where you can browse, borrow and reserve our books, return books, use the [click and collect](#) service for books, DVD's caddy liners, dog waste bags, radar keys and electricity cards,, collect recycling bags, use our public computers and access free Wi-Fi, use a photocopier and scanner.

Medway's [Community Hubs](#) offers an expansion of library services, providing face-to-face contact for a variety of enquiries about council and partner services, including making payments, purchasing parking vouchers, and access to information and support. The Community Hubs are based at: Chatham, Gillingham, Rochester, Strood, Wigmore and Twydall.

The digital library supports many 'From Home' services including E-book, magazines, newspapers and comics, access to heritage, local history, and ancestry materials.

Alongside this our Community Hubs and Libraries are a hive of activities and events from the annual Wigmore Lectures to regular Baby Bounce and Rhyme sessions to Knit & Natter groups, to school visits and hosting hundreds of events.

User interactions with Medway Libraries over the past five years (Source: MC)

Year	Loans	Visits	Event attendees	Enquiries	Total interactions
2015-16	932,244	1,133,811	59,287	200,544	2,325,886
2016-17	934,575	1,151,215	57,000	214,545	2,357,335
2017-18*	930,393	1,062,403	65,308	217,085	2,275,189
2018-19	965,857	1,062,778	71,325	268,337	2,368,297
2019-20**	952,295	989,445	65,568	362,598	2,369,906

*Downturn in 2017/18 book issues and visitors due to the closure of Thomas Aveling Library.

**Covid-19 significantly impacted on March 2020

These valued community assets are offer an accessible, helpful, reliable, and welcoming environment to residents. They are important shared community spaces, services and activities support residents, learning, health and well-being and creativity, helping resident feel safe and supported which can help to address issues of loneliness and social isolation.

Quality & capacity review

On average the Community Hubs and Libraries across Medway received 1.02 million visits per year.⁸³ In recent years the number of visits has fallen very slightly. The busiest library in Medway is Rochester with 899,006 visits over the past 5 years. Medway recently invested in enhancing facilities at the Wigmore Community Hub, and funding was also received from the National Lottery Awards for All in 2019 to extend the opening hours of libraries at Walderslade, Chatham and Aylesford including a café and run additional activity sessions for local people. The project aimed reduce isolation and improve the well-being of their local community.

Proposed interventions

With the significant growth proposed on the Hoo Peninsula it has been identified that the provision in this location will need to be upgraded in order to cope with the increased demand in service. It is envisaged that any such upgrade will be through the co-location of several council services into a hub complex to be able to make best use of land and resources. The increased demand for a community hub and library services within the rest of Medway is envisaged to be provided via upgrades and extensions to existing assets, funded through developer contributions. Further growth around Lords Wood, Rainham and Walderslade Hook Meadow libraries will also be expected to contribute to enhancing the services they provide.

Funding

Funding for the upgrade and delivery of new services will come through developer contributions from developments. Contributions will be sought for a variety of community facilities. Community facilities can be provided by many different types of community groups, community centres, village halls, churches and other places of worship, local associations etc. When major planning applications

⁸³ This is an average of the last 5 years 2015/16 to 2019/20

are received, community facilities of all types in that particular area will be reviewed and contributions requested for the most appropriate to the development.

Community centres & village halls

Lead Organisation	<ul style="list-style-type: none">• Medway Council• Parish Councils• Medway Voluntary Action
Evidence base	<ul style="list-style-type: none">• Medway Village Infrastructure Audit (2017 and 2020)• Medway Urban Facilities Survey• Medway Voluntary Action, Strategic Plan 2013-16 (2013)

Context

Community facilities are an integral part of the community in Medway. They provide locations for activities, social events and in some cases services to be delivered. In rural areas this space is usually provided through a village hall, often run by one of Medway's 11 Parish councils, while in the urban areas these spaces may encompass a wide range of both religious and non-denominational spaces. Medway Council carried out a Village Infrastructure Assessment in 2016 and published a Medway Urban Community Facilities Survey Report in 2018 to identify the level of provision and quality of those assets. In total Medway has 139 village halls and community centres. Geographically the majority of specific community spaces, such as village halls are located on the Hoo Peninsula. In the urban area there are community spaces provided by private or charitable enterprises.

Quality & capacity review

Geographically the majority of purpose-built community spaces, such as village halls are located on the Hoo Peninsula, whereas in the urban area there typically provided by private or charitable enterprises. The VIA (2020) identified there to be a gap in provision at Cuxton, with no existing hall facility. In addition, the facilities at the Cliffe & Cliffe Woods are in a poor condition and need to be upgraded. Many other halls have capacity and quality issues which could be addressed through capital investment, resulting from the age of the buildings including in Cliffe, Cliffe Woods, Cuxton, Grain, Halling, Hoo St Werburgh and Upper and Lower Upnor, with facilities including new community centres, youth facilities, sports facilities and cash withdrawal facilities all listed as priorities in surveys. Neighbourhood plans in Medway will also help to identify community infrastructure priorities in future. It is important that community facilities are well connected to other community facilities, public transport services, open space, recreation facilities, and employment and education opportunities, and that spaces are multifunctional to suit a range of needs.

Proposed infrastructure

At present there are no proposed additional community centres or village halls, however the ambition is for community space to be collocated with other uses delivered as part of the Hoo Development Framework.

Funding

Developer contributions allow for the provision of neighbourhood facilities to the local community to meet service deficiencies exacerbated by the new developments, including community buildings to meet a wide range of needs across all sections of the community. The contributions can also allow for community provision of youth facilities within new or existing facilities including provision for sport and games development. The total funding required for the proposed projects outlined above is unknown but will be delivered through S106 funding.

Youth centres & facilities

Lead Agency	<ul style="list-style-type: none">• Medway Council Youth Service
Evidence base	<ul style="list-style-type: none">• Discussion with Medway Council Youth Service

Context

Local authorities have a statutory duty under the Education Act 1996 to secure sufficient educational and recreational leisure time activities and facilities for young people aged 13 to 19, and those with learning difficulties to age 24. In revised statutory guidance introduced in 2012, the Act also placed new responsibilities on local authorities to ascertain young people's views on positive activities; publicise positive activities; and consider alternative providers.

Quality & capacity review

The Medway Youth service provides clubs and activities for children and young people ages 8 and 19 (up to 25 years old for young people with a disability). It aims to support young people in Medway to meet their full potential, including through the Duke of Edinburgh's Aware programme, from four permanent locations in Chatham in the Pentagon Centre, Gillingham, Parkwood and Strood, as well as numerous other facilities such as community centres and schools and other council and parish council managed facilities across Medway. The service also delivers programmes on the Hoo Peninsula, and currently uses Hoo library, Grain football club and a portable building in Allhallows. However, many youth services are also provided privately, and some of these, like other businesses, have been threatened by the pandemic. Even prior to the pandemic, the viability of commercial youth activities services was challenging – for example the Arethusa Venture Centre in Upnor closed in 2019 due to reduced demand. St Mary's Amateur Boxing Club has recently been upgraded using a combination of funding from different sources.

Proposed infrastructure

Upon discussion with the Youth Service no specific projects have been identified as to the provision of new physical assets, although there is an ambition for new facilities for the youth service to be collocated with development on Hoo as they do not currently have suitable facilities on the peninsula, currently working out a range of community facilities, many of which are portable or not purpose built. At present, the strategic aim of the service is to upgrade the existing assets and focus on the provision of new staff and activities. It will continue to collect S106 contributions for small projects that arise.

Funding

- Developer contributions

- Private investment
- Levelling up/Shared Prosperity Fund

Indoor sport & leisure

Lead Agency	<ul style="list-style-type: none"> • Medway Council Sports Team • Commercial providers e.g. Playfootball Gillingham • Voluntary organisations e.g. St Mary's Amateur Boxing Club, Chatham
Evidence base	<ul style="list-style-type: none"> • Medway Playing Pitch Strategy and Needs Assessment (2019) • Medway Sports Facility Strategy & Action Plan (2017)

Context

Medway has a wide range of sports facilities that are provided in a range of different ways, some directly by the Council, others by private enterprise. Medway Council manages 4 sports centres across the authority which together received more than 2 million visits per year - Hoo Sports Centre, Medway Park, Splashes Sports Centre, Strood Sports Centre, plus the Strand Leisure Centre. These centres have a community function as well as enabling residents to improve their health and wellbeing. Medway has a participation rate of 18.3% of adults doing 150 minutes or equivalent of moderate or higher intensity activity per week, higher than the national average of 17.5%. In total these centres provide a range of facilities (sports halls, swimming pools, athletics tracks, sports pitches, and gym suites). Medway is also home to leisure facilities of regional importance due to their rarity. For instance, the Gillingham Ice Rink and Capstone Valley dry ski slope. In 2021 Medway Council announced that Splashes Leisure Centre would be demolished and rebuilt to provide a new, modern swimming pool and gym on the same site.

Quality & capacity review

Medway Council Sports Centres generate £3.5m income and attracts 1.5m visitors per year. In 2017 Medway Council undertook a Sports Facility Strategy & Action Plan to review existing assets (public and private) and set out a future strategy for sports provision in the authority. The strategy found there to be deficits in capacity of swimming pools, sports halls and new health and fitness suites.⁸⁴ At the time of the assessment in 2017, had a supply of 10.9m² of water space per 1,000 of population. This figure is lower than the figures for England and the South East Region and is also lower than all but one of the other local authorities included within this analysis. Similarly, Medway had a supply of 4.18 sports halls per 10,000 residents, slightly lower than neighbouring authorities.

Football demand and provision has been steady in recent years, while cricket provision has been particularly good. Rugby Pitches are relatively high quality, as is Hockey provision, for which there is additional demand. The Medway Playing Pitch Strategy also identified good bowls and tennis provision – 10 bowling greens and 69 outdoor tennis courts. It has also identified a detailed set of improvements that can be made to existing open space and leisure facilities in Medway. Going forwards, there is likely to be an overlap in terms of green infrastructure and open space and leisure, particularly in terms of the funding available, as a result of new requirements from Government for biodiversity net gain. This is discussed in more detail in the green infrastructure section below.

⁸⁴ The Sports Consultancy, Medway Council: Sports Facility Strategy and Action Plan (November 2017), pp.85-88

The strategy also recommended changes to the sports centres across Medway. Splashes Sports Centre, the Strand Leisure facility and Hoo Sports Centre are recommended for full redevelopment. Medway Park should be upgraded and expanded, while no changes to Strood Sports Centre were recommended.⁸⁵

Proposed infrastructure

The growth proposed across Medway will lead to a significant impact on the number of users across Medway, especially on the Hoo Peninsula. As a result, Medway Council is proposing new sports provision on the peninsula in the form of a new sports centre, which is expected to cost in the region of £30m. There is also the potential a new gym facility and the redevelopment of Splashes in Rainham described above, the refurbishment of Medway Park to increase its capacity as the premier facility within Medway.⁸⁶ Going forwards, sports infrastructure will also need to adapt to changing population demographics, for example by providing accessible facilities for older residents, as well as the concentration of younger residents often found in new developments.

Medway's emerging local plan specifies new standards for outdoor formal sport and open space provision, including an increased require for non-equipped play areas, often for older children, such as Multi-Use Games Areas (MUGAs), and skateparks, reflecting recent updates to the Fields in Trust Standard. MUGAs in particular allow for high intensities of use, and the Fields in Trust guidance shows that quantity guidelines may be appropriate to relax in such instances.

Medway Council has also recently completed the development of a new 3G floodlit football artificial turf pitch and changing pavilion at Watling Street Playing Fields serving Anchorians FC. The Football Foundation has awarded Medway a grant of £885k for the initial single-site pitch development at Watling Street Playing Fields, subject to match funding of £400k from Medway Council. A further £35k has been committed by Anchorians Football Club. The total project costs for the construction of the artificial pitch and changing pavilion, including professional fees is £1.32m. Watling Park Football Centre, which also includes changing facilities due to be completed later this year, will be maintained by the council alongside Anchorians Football Club and is open from 10am to 10pm on weekdays and between 10am and 8pm at weekends. The pitch is floodlit for evening use. Medway Council will continue to look for further opportunities to increase 3G pitch provision to respond to demand.

Funding

The total additional funding required for the proposed projects outlined above is £30m.

The above projects will be delivered through a combination of funding from the following sources:

- Developer contributions
- Sport England
- Medway Council capital programme
- Statutory agencies and providers
- Private investment
- Levelling up/Shared Prosperity Fund

⁸⁵ The Sports Consultancy, Medway Council: Sports Facility Strategy and Action Plan (November 2017), pp.77-78

⁸⁶ The Sports Consultancy, Medway Council: Sports Facility Strategy and Action Plan (November 2017), p.81

Cemeteries & crematoria

Lead Organisation	<ul style="list-style-type: none">• Medway Council Bereavement Service• Parish Councils• Parochial church council
Evidence base	<ul style="list-style-type: none">• Discussions with Medway Council Bereavement Service

Context

The Medway Crematorium has served the people of Medway and the surrounding areas since 1959. It is owned and managed by Medway Council, and the council is committed to maintaining and improving the facilities to make sure they benefit everyone who visits. Medway Council also runs four cemeteries directly, all of which are suitable for burials, cremated remains and memorials, including Maidstone Road Chatham, Woodlands Road Gillingham, Maidstone Road Rochester, and Cuxton Road Strood.

Many of Medway's 11 parish councils also own and manage burial grounds, alongside local churches, although many may not continue to provide services. In total, Medway contains 48 cemeteries, but these include war memorials and churchyards which may no longer provide additional plots.

Quality & capacity review

Upon discussions with the Bereavement Service at Medway Council no issues of capacity have been raised. However, the 2019 Village Infrastructure Audit found that parish councils such as Allhallows and Cuxton describe the facilities as being in poor condition, while burial facilities at Cliffe are described as inadequate.

Proposed interventions

The service has suggested that there is capacity in the present system in the meantime to meet the needs of the service and no new infrastructure is required.

Funding

It is expected that any projects which develop during the plan period will be funded by Medway Council Capital Funding.

Green & blue infrastructure

Green and blue infrastructure refers to ecological and natural assets, which are as important as other forms of social infrastructure for ensuring the wellbeing of Medway's residents and addressing the impacts of climate change in Medway. Natural England defines green infrastructure as strategically planned and delivered network comprising the broadest range of high-quality green spaces and other environmental features including mitigation of harmful impacts on environmental assets through visitor engagement, infrastructure improvements, codes of conduct, interpretation/signage, and monitoring. This approach is closely linked to the Government's ongoing proposals for biodiversity net gain to be integrated into the planning system, alongside proposals in its Draft Environment Bill.

Open spaces

Lead Agency	<ul style="list-style-type: none">• Medway Council
Evidence base	<ul style="list-style-type: none">• Medway Playing Pitch Strategy (2018)• Medway Open Space Study (2012)• Medway Green & Blue Infrastructure Framework (2021)

Context

Medway has a large and diverse green spaces estate measuring 1,900ha, equivalent in area to 13 Hyde Parks, including 148 urban parks, 22 major parks, and 3 Country Parks, as well as many playing fields, play areas, and allotments.⁸⁷ These are linked with an extensive public rights of way network as well as other types of informal pathways and informal recreation routes. In addition large parts of the authority area make up protected ecological habitats – roughly 1/3 of the land mass is SPA or Ramsar wetland.⁸⁸ In total, 84% of Medway's land area is not developed, comprising agriculture, forest, recreation spaces and residential gardens.⁸⁹ Medway's draft Local Plan sets out open space standards for new developments, in March 2019, the Government announced that new developments must deliver an overall increase in biodiversity. Following a consultation, the Chancellor confirmed in the 2019 Spring Statement that the Government will use the forthcoming Environment Bill to mandate 'biodiversity net gain'. This has the potential to significantly change Medway Council's ability to deliver new and improved green and blue infrastructure. See Medway's Local Plan policies on open space and flood risk and drainage for more details.

Quality & capacity review

Since residents across Medway and the country have largely confined to their homes observing the initial Covid-19 lockdown over the past year, the positive impact green spaces have on our health and wellbeing has never been more widely acknowledged. We want our residents to enjoy greater access to clean, green spaces and have a great place to grow up, live and work and recognise our role as custodians of these shared spaces. New data from Google Maps published by the ONS in April 2021 shows that the use of parks and public green spaces was up significantly on previous years in 2020. In Medway, the data shows that in Spring 2020, use of parks and public green spaces was up

⁸⁷ The Natural Capital Place, Medway Green & Blue Infrastructure Vision (June 2019), p.6

⁸⁸ The Natural Capital Place, Medway Green & Blue Infrastructure Vision (June 2019), p.7

⁸⁹ DLU Land Use Statistics England 2020

22% compared with the month of January, and up 70% in July and August, taking into account normal seasonal fluctuations.

Medway contains a range of habitats including Grazing marsh pasture on the Hoo Peninsula, particularly north of Cliffe and the Isle of Grain, a network of ditches, streams and areas of reed support a wide variety of wildlife including highly protected water voles; Medway and Thames estuaries, important foreshore habitats including mudflats and saltmarsh host many species and are internationally important. Chalk grassland – areas of flower-rich chalk grassland remain, both in the Kent Downs Area of Outstanding Natural Beauty and with the urban area. Around 4% of Medway is ancient woodland, with internationally important beech and yew woodland on the downs above Halling.

Eight of Medway's parks have been awarded Green Flag Awards (July 2020). These awards recognise that a park is in good condition and maintained to a high standard

The table below outlines the latest available information on the quantum of open space provision in Medway, drawing on the PPG17 study 2012. This highlights the existing differentials in open space provision (in hectares) in each sub-area, with more urban parts of Medway having significantly lower levels of open space than more rural areas.

It is however important to recognise that on-site provision of new open space within developments may not be practical or viable, typically in town centres. Medway's emerging viability assessment and the town centre masterplans – have indicated that development viability can be marginal in town centres including with regard to open space requirements.

Table 5: Open space provision in Medway by open space sub area

Area	Allotments	Outdoor Sport including playing pitches, tennis courts, bowling greens and STPs	Play space	Natural and semi natural	Parks and Gardens	Amenity
Chatham	5.91	20.72	2.15	120.27	76.71	48.91
Gillingham	9.51	17.23	3.96	63.14	16.62	45.50
Rainham	3.25	3.00	1.39	26.61	73.42	7.14
Rochester	3.15	15.82	0.47	37.04	6.96	22.14
Strood & Rural	7.74	19.44	2.81	584.43	7.72	74.80
Total	29.56	76.21	10.78	831.49	181.43	198.49

Proposed interventions

Medway's green and blue corridors are priority areas to improve biodiversity. The corridors are expansive. They link designated nature conservation sites, areas of good quality habitat and Local Wildlife Sites and reserves. They are based on the Biodiversity Opportunity Areas identified by the Kent Nature Partnership and include important links identified in many past Medway strategies. They include areas of Medway Council owned land, where improvements can be made for nature. Priorities will vary in different locations depending on the location, circumstances and project concerned.

New development has been found to disturb the birdlife of the North Kent Marshes Special Protection Area (SPA) and Ramsar sites (areas of conserved wetland). To overcome this, [The Strategic Access Management and Monitoring Strategy \(SAMMS\)](#) prepared for the North Kent Environmental Planning Group by Footprint Ecology set out a strategy for resolving the additional disturbances to the area's wintering and migrating birds. Mitigation activities are carried out by Bird Wise, otherwise known as the Kent Strategic Access Management and Monitoring Scheme (SAMMS) Board, a partnership of local authorities, developers, and environmental organisations. Contributions to Birdwise represent one form of investment in green infrastructure in Medway. Other forms of green infrastructure development and enhancement include tree and other new planting, sustainable urban drainage schemes which function as both green infrastructure and flood and water management systems.

In November 2019 Medway Council was successful in securing HIF funding for the expansion of Hoo St Werburgh. Part of the funding is to be provided for environmental improvements on the Hoo Peninsula – a strategic environmental scheme that will provide for a new community parkland and other strategic greenspaces enhancements. 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, located at Cockham Farm to the east of Chattenden and south of Hoo St Werburgh, is the first of these new spaces to be brought forward. It will comprise more than 50 hectares of public open space which showcases the Peninsula's landscapes, nurtures existing habitats, and creates new ones. It will also include extensive visitor facilities such as space for picnics, play and woodland trails, as well as a network for routes for walkers and cyclists, parking, and toilets.

In addition, The Hoo Development Framework draft masterplan indicates that around 130ha of new open spaces will be provided across developments on the Peninsula, fully complying with the emerging local plan open space policy. Other developments in Medway will also be expected to provide adequate open space according to this standard, or where this would render development unviable, to provide adequate alternatives or funds to offsite provision and enhancement in line with the Developer Contributions Guide.

A further major crosscutting intervention is the recent £9m purchase of a new vehicle depot site for Medway Norse, Medway Council's commercial services partnership. This is a crucial piece of infrastructure as the depot houses vehicles used by the service for greenspaces, facilities, and waste collection, as well as special education needs transport vehicles.

Funding

Capital investment in Medway's green spaces is required to ensure that residents and visitors have access to safe equipment and facilities designed to meet the increasingly diverse range of user needs. For example, Capital investment in Medway's play areas is required to ensure that residents

and visitors have access to safe play equipment designed to meet the increasingly diverse range of user needs. This supports the council’s priority of “Healthy and Active Communities” along with Medway’s aspiration to become a Child-Friendly City. Improvements to play facilities are estimated to require a minimum of £250,000 per annum. This figure is in excess of the available green spaces budget. Capital improvements are not limited to play either and a range of improvements projects designed to enhance access, provide better car parking facilities and to protect council assets from the impact of climate change are also required, again far in excess of the current funding available.

Under the HIF programme, an environmental management scheme for the Hoo Peninsula is currently being developed to provide for new open spaces in the area. In other parts of Medway, the green spaces team collects developer contributions where on site provision is not possible and uses these to strategically enhance existing green spaces and their biodiversity. Any future changes to legislation requiring that developments deliver biodiversity net gain will be paid for by developers as part of development costs and could have a very significant positive impact on the delivery of green infrastructure in Medway. The Government’s impact assessment⁹⁰ suggests an average cost in the region of £20,000 per hectare.

Where on-site provision of new open spaces is demonstrably not practical or viable – such as in town centres – equivalent provision or the enhancement of existing open space will be required off-site. This may comprise alternative forms of provision as part of public realm improvements, e.g. outdoor gyms, and tree planting. This will ideally be in proximity to the new development, consistent with the FiT benchmarks for accessibility with an understanding that there is likely to be a willingness to travel further to access playing pitches, allotments, community gardens and urban farms.

The total funding required for the proposed projects outlined above is £14m, with the potential for an additional ‘endowment’ of £10m to safeguard the management of the SEMS schemes on the Hoo Peninsula in perpetuity.

The above projects will be delivered through a combination of funding from the following sources:

- HIF funding (£14m)
- S106 funding (£10m)
- Developer build costs to ensure biodiversity net gain and adequate open space provision based on local plan standards

Flood risk & drainage

Lead Agency	<ul style="list-style-type: none"> • Medway Council • Environment Agency
Evidence base	<ul style="list-style-type: none"> • Medway Estuary and Swale Flood and Coastal Risk Management Strategy • Medway Strategic Flood Risk Assessment (2020)

Context

The Flood and Water Management Act 2010 designates local planning authorities as also the local flood authority for the area. The Council, as a Lead Local Flood Authority, is responsible for

⁹⁰ <https://www.gov.uk/government/consultations/biodiversity-net-gain-updating-planning-requirements>

leading in managing local flood risks from surface water, groundwater and ordinary (smaller) watercourses. The Council is also the Coastal Protection Authority for a limited area between Grain and Allhallows on the Hoo Peninsula. The Department for Environment, Food and Rural Affairs (Defra) is the lead Government department on flood policy and provides funding for flood and coastal erosion risk management projects, predominantly through the Environment Agency. There are several different authorities involved in managing flood risk in England, including: Environment Agency; regional flood and coastal committees; lead local flood authorities; local authorities; and internal drainage boards. Importantly, all powers relating to flooding and land drainage are permissive, so the various bodies involved do not have a duty to act. Landowners have the main responsibility for safeguarding their land and property against flooding. Between 2015 and 2020 Medway spent £8.11m on flood defences within its boundaries, with this funded through government spend⁹¹. 48.9% of the 1,107 flood defence assets in Medway in 2019 were maintained by the Environment Agency directly.

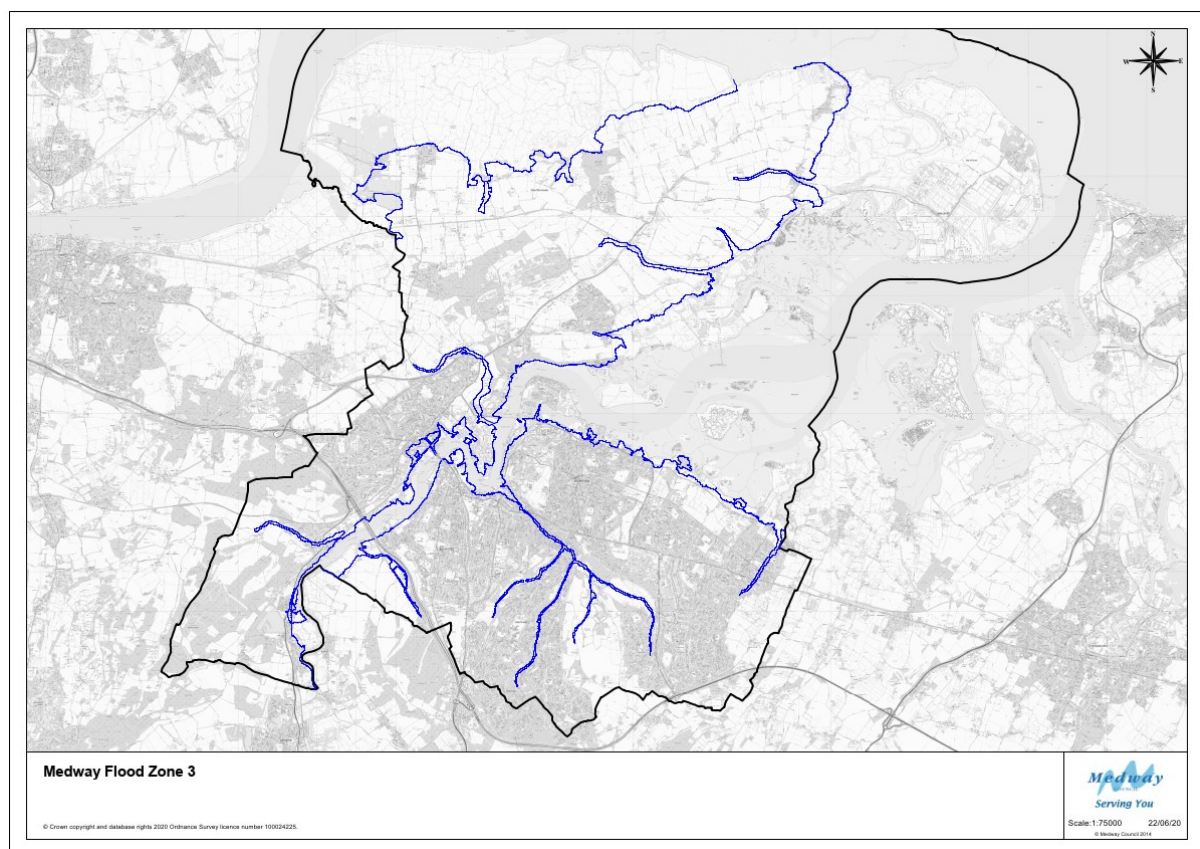


Figure 12: Medway Flood Zone 3

Quality & capacity review

Medway is prone to both fluvial, tidal, and surface water flood due to its position at the mouth of the river Medway where the river flows into the Thames estuary. Due to this location Medway has an extensive network of flood defences and flood prevention systems. As a lead local flood authority, Medway Council is responsible for the management of local flood risk. Local flood risk refers to the risk of flooding from surface water, ground water and ditches and streams (called 'ordinary watercourses'). The Council also owns and is responsible for several areas of river frontage within

⁹¹ <https://www.nao.org.uk/other/managing-flood-risk-a-data-visualisation/>

Medway, some of which serve to protect against flood risk. These include Chatham Waterfront, Rochester Riverside and Strood Riverside. The Medway Surface Water Management Plan estimated that 999 properties in Strood, Rochester, Chatham and Gillingham are at risk from flooding. Recently, this has been pronounced in Lower Stoke, High Halstow and Cliffe Woods which have experienced significant foul and surface water drainage issues in early January 2021, as well as historically. If climate change increases rainfall intensity by 40% as estimated by the Environment Agency which will only increase the risk of flooding in these and other areas of Medway.

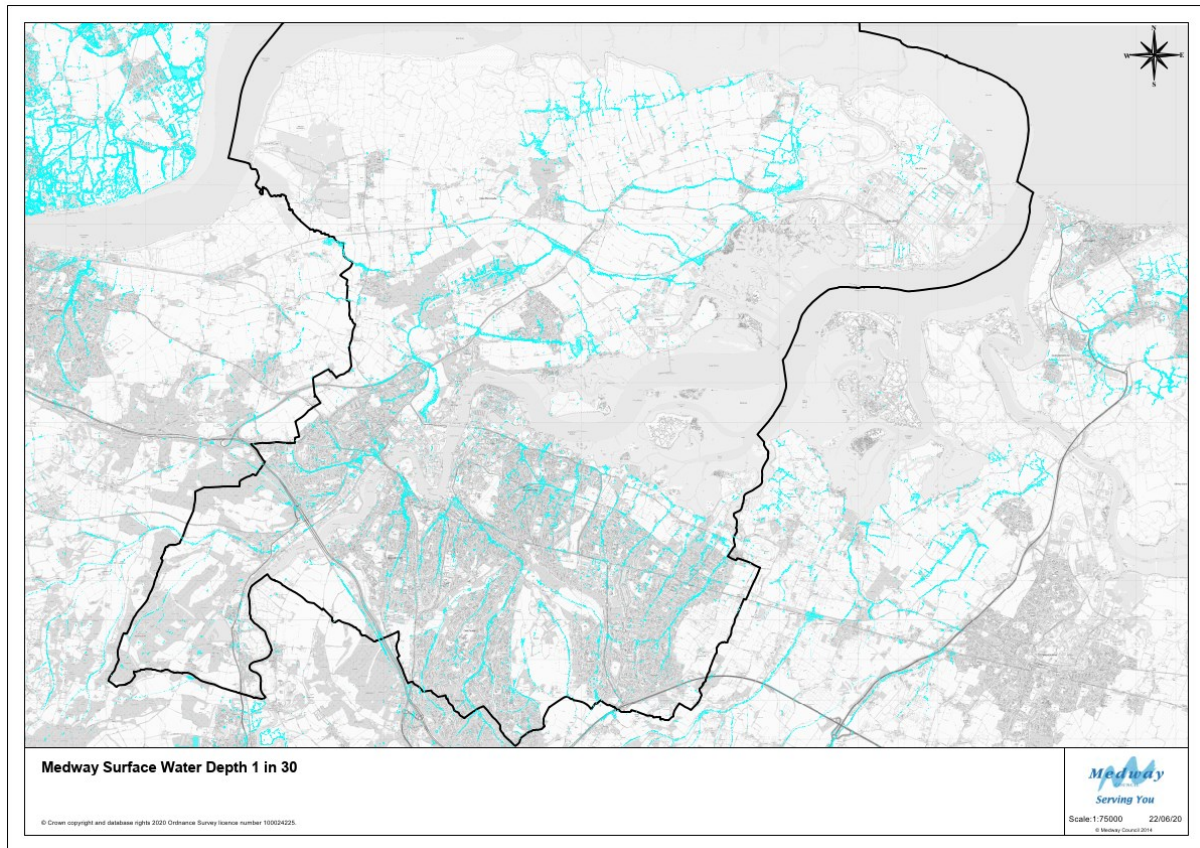


Figure 13: Medway Surface Water Depth 1 in 30

Proposed interventions

Future plans for flood risk mitigation will follow the Environment Agency’s Medway Estuary and Swale Strategy (MEASS) and Medway’s Strategic Flood Risk Assessment. Medway has been identified by the Environment Agency as an area with a significant risk of surface water flooding. Any potential development sites should make reference to MEASS and SFRA and where sites would benefit from flood defence works, a contribution for the site and/or wider strategic area may be requested.

The MEASS identifies a number of ‘Benefit Areas’ in Medway which could require future funding to address flood risk. However, the list is not definitive in the sense that in practice, the necessity of flood defences will depend on the nature and scale of development coming forwards. For example, where less sensitive uses are designed to be located a ground level, this could reduce the need for flood risk mitigation measures and therefore the cost of the infrastructure. This will be assessed at planning application stage through an individual site/planning application specific Flood Risk Assessment, particularly as the benefit areas within the MEASS do not correspond to specific sites, and therefore

the balance of costs will need to be distributed between sites according to the benefit derived from the flood mitigations in question.

Furthermore, climate change could lead to new weather patterns which increase this risk, as well as the risk of water shortages going forwards. As such, Medway Council is committed to ensuring that development has only positive impact on flood risk management in the area and will seek appropriate mitigations and measures. In 2016 Medway Council undertook a Surface water Management Plan. It identified key areas at risk of surface water flooding and actions. Strood, Rochester, Chatham, Gillingham, Lower & Middle stoke and Hoo St Werburgh were identified as areas of high risk from surface water flooding.⁹² A future update to the Medway Surface Water Management Plan will provide more detail including design options for a number of potential approaches, including Sustainable Drainage Systems (SuDs) to addressing surface water management in key areas of Medway.

Southern Water's internal 2019 Drainage Area Plans for Motney Hill and Whitewall Creek also assessed the risks of trunk sewer surcharges during periods of severe rainfall (thereby affecting water quality in the estuary) against growth in the local plan, using detailed site level data on housing allocations. These plans incorporate all schemes to manage expected growth in the catchment area to 2040 by increasing the size of existing sewers and providing new attenuation storage. Where growth is proposed outside of this proposed headroom, comments will be provided via the planning application process.

Funding

Medway Council was awarded £3.5m funding from the government's Local Growth Fund to enable flood defence works on the former Civic Centre site in Strood, which were completed in 2019/20. However, Medway continues to face significant flood risk, and has been identified by the Environment Agency as an area with a significant risk of surface water flooding. A further £4.5m has been secured through S106 funding for upgrades to the river wall at Rochester Riverside, and further investment has been made in flood defence works at Strood. Indicative estimates from the MEASS suggest the need for around £71.5m in flood defence works within Medway over the plan period – however not all of this is required up front from external funders (including beneficiaries and developers). Some of this amount, around £12.7m, relates to the whole lifecycle costs (i.e. including management and maintenance costs) of the flood risk interventions that have been scoped as part of the MEASS. These contributions reflect high level, albeit conservative, estimates of costs using the current EA partnership funding model which takes into account Outcome Measures around the vulnerability and number of floodable receptors, and are subject to change over longer periods.

However, the funding of flood risk mitigation and defence work is complex, involving [partnership funding](#) which brings together public and private sector funding including from local communities, businesses developers and councils who might benefit from the reduction in flood risk, suggesting the need for funding in the order of £58.8m from third party beneficiaries over the plan period. Some funding is also available from the Environment Agency through bidding processes, through a form of cost benefit analysis which takes into account the benefits accorded to existing properties adjacent to any new scheme. A recent report from the National Audit Office found that around 20% of total funding across England for flood defences came from partnership funding, although 90% of this additional funding (around £530m between 2015 and 2021) came from local authorities

⁹² Medway Council, Medway Surface Water Management Plan (2016) p.3-1

themselves or other public sector bodies⁹³. The government's ministerial policy statement of July 2020 announced that it will consult on changes to the partnership funding policy, but there are no details on when the review will be completed⁹⁴.

The total funding required for the proposed projects outlined above is currently unknown. Key interventions required depend on site specific flood risk assessments at planning stage, in absence of proposals / site layouts. For some sites there is only a small frontage in Flood Zone 3, and therefore if development was progressed sequentially, it would negate the need to contribute/build a defence if not benefitting from or requiring a defence. The above projects will be delivered through a combination of funding from the following sources:

- Developer contributions
- Government funding e.g. from the Environment Agency
- Medway Council capital programme
- Statutory agencies and providers
- Private investment
- Levelling up/Shared Prosperity Fund

6. Infrastructure Delivery

The following section seeks to set out the ways in which infrastructure can be delivered and its prioritisation for an Infrastructure Delivery Schedule to be created.

For the new Local Plan to be adopted it needs to pass an independent examination by the Planning Inspectorate working for the Government to assess if it is 'sound'. One of the tests of soundness is that a plan should be 'effective' (NPPF paragraph 35) defined as '*... deliverable over the plan period and based on effective joint working on cross-boundary strategic priorities.*' See Medway's Local Plan policies on Infrastructure Delivery for more details.

As part of the plan making process, the Council's development strategy and policies need to be tested for viability and deliverability. This is set out in national policy in NPPF paragraph 57 and the accompanying guidance on viability assessment

Viability

One element of testing of deliverability is the viability (financial implications) of the Local Plan. It is known that infrastructure needs to be paid for and so that impact of this cost needs to be factored in to plan making, alongside the costs of other policy requirements such as affordable housing policies, opens space standards, biodiversity net gain and the environmental performance of buildings including homes.

Viability testing of local plans is an important part of the planning process and is required in national legislation, policy, and guidance. Paragraph 34 of the 2019 NPPF says that Local Plans should set out what contributions and infrastructure development is expected to provide, and that the requirement should not be so high as to undermine the delivery of the plan. The 2019 NPPF does not include

⁹³ <https://www.nao.org.uk/wp-content/uploads/2020/11/Managing-flood-risk.pdf>

⁹⁴ <https://www.gov.uk/government/publications/flood-and-coastal-erosion-risk-management-policy-statement-progress-updates>

technical detail on the viability assessment process, but stresses the importance of viability, and emphasizes a shift in viability testing, from the development management stage to the plan-making stage. The viability sections of the Planning Practice Guidance (PPG) were updated in July 2018 and again in May 2019 to provide detail.

In accordance with national policy the Local Plan has undergone a whole plan viability appraisal. As part of the viability testing process, officers have engaged with infrastructure providers to understand the level of infrastructure required, its estimated cost and potential phasing. In simple terms, the viability assessment process looks at all of the costs of development, including any infrastructure or other policy requirements/S106 funding, as well as the actual cost of building and undertaking the development, professional fees, land and developers profit, and compares this with the overall sales value of homes and business spaces once they have been built. As part of this process, Medway's consultants have engaged with developers.

The purpose of viability testing is now to ensure that 'maximum benefits in the public interest' (PPG Para 10-009-20190509) have been secured, taking a proportionate approach to considering the cumulative impact of policies and planning obligations. This test is to ensure that policy requirements for financial contributions, as well as for in kind contributions (such as the provision of new affordable housing or other infrastructure as part of developments) will not prevent those developments from occurring as a result of being too onerous. It also considers other policy requirements in the local plan such as minimum open space standards for new developments, minimum internal space standards (room sizes), and the environmental requirements for new building, will impact on developer returns. Importantly, the viability assessment also considers the types of residential development occurring in Medway and how different types of development, e.g. brownfield or greenfield sites, can bear different S106 funding, in line with the NPPF 2019 policy noted above.

Initial testing has found there to be a good level of viability in greenfield locations and low viability in the urban areas. Details of the viability findings can be found in the Medway Local Plan Viability Report 2021.

Funding

Developer contributions are an important means of meeting the costs of increased demand on services and infrastructure arising from new development. Medway, like many areas, is experiencing infrastructure pressures and seeking effective use of developer contributions to help secure the operational capacity of services. However, infrastructure can be funded through a range of sources and funding from different sources can sometimes be mixed. Developer contributions are one source of funding, as are capital contributions by Medway Council. However, there are a range of other external funding opportunities from Central Government and other sources such as the South East Local Enterprise Partnership. Examples include the Housing Infrastructure Fund, Department for Transport funding and Environment Agency funding. Many infrastructure upgrades such as those to the water and power networks, can be funded through market processes, meaning that utilities customers pay for infrastructure upgrades through higher subscription charges, for example the OFWAT price review mechanism.

Developer contributions/S106 funding

The impacts of development need to be mitigated through developer contributions, such as Section 106 agreements, unilateral undertakings, and Community Infrastructure Levy (CIL) payments. This is recognised as an integral consideration to securing sustainable development, addressing the additional needs for services arising from the development.

Medway Council currently uses S106 Agreements to collect developer contributions. Its policy is set out in the Developer Contributions Guide, 2014. A S106 agreement takes account of the impact of the development on local infrastructure. In particular, developer contributions will reinforce Medway's Housing Infrastructure Funding through a bespoke infrastructure programme funding education, health, community, leisure and social and environmental infrastructure on the peninsula, governed through the New Routes to Good Growth Board chaired by Medway Council.

Government funding including HIF

Central government funding also contributes towards the delivery of infrastructure projects within Medway. Funding of £170m has been successfully secured by Medway Council for major infrastructure developments on the Hoo Peninsula. The funding has come from the Ministry of Housing, Communities and Local Government from its capital grant Housing Infrastructure Fund (HIF) and will help with Medway's vision to create new opportunities for homes and growth in this major regeneration area within the Thames Gateway.

In addition to £170m of Housing infrastructure funding already secured, Medway has in the past few years secured over £130m in central government infrastructure funding including around £60m from the Department for Education to complete two new secondary schools, £16.8m in Local Growth Funding £15.5m DHSC funding, £11m Growing Places Fund, £9.5m Future High Streets funding, £8.1m DEFRA Investment Plan funding, £6.5m Shared Ownership and Affordable Homes Programme 2016-21 (up to September 2019 only and distributed to housing associations), £5.5m Getting Building Funding, a share of the £4.3m DCMS Cultural Development Fund and £2.5m ESIF funds, £5m DfT Challenge Funding, £1.8m Heritage Lottery funding, £1.6m High Streets Heritage Action Zone funding, £1.2m Active Travel Fund, £1m ACE Youth Performance Partnership Fund. Whilst Medway Council receives core funding for some infrastructure such as highways, these one-off funding packages for the council and partners can often assist in providing capital investment to respond to population growth. Such funding packages are expected to continue going forwards.

These could be drawn from a number of different government funding sources. For example, the Levelling Up Fund, announced at the Spending Review, will invest in infrastructure that improves everyday life across the UK. The £4.8 billion fund will support town centre and high street regeneration, local transport projects, and cultural and heritage assets. Medway Council has submitted three bids, including c.£17m to build The Gateway Building at Innovation Park Medway, c. £14m to fund work in Chatham Town Centre on the Brook Theatre, Fitted Rigging House and Docking Station, and £14m on revitalising Gillingham Town Centre including a scheme to reuse vacant high street units and the creation of a 1.4km pedestrian and cycle connection between Gillingham waterfront and the town centre following the line of the disused railway. A bid for the £204m Community Renewal Fund has also been submitted. While investment from EU Structural Funds will continue to be spent by local areas until 2023 and this government has committed to at least matching EU receipts through the new UK Shared Prosperity Fund, on average reaching around £1.5 billion a year. This new Fund, to be launched in 2022, will operate throughout the UK and play a part in uniting and levelling up the whole country.

In addition to this investment, to help the UK prepare for the introduction of the UK Shared Prosperity Fund, this government is providing funding in 2021-22 through the UK Community Renewal Fund. This Fund aims to support our communities to pilot programmes and new approaches, aligning national and local provision.

Homes England is working on a number of sites across Medway to bring forward for development and could choose to fund infrastructure directly in relation to these sites. Some infrastructure providers also have direct schemes to improve and develop their services. Network Rail has invested in the Station Regeneration and improvement plan, which has benefitted stations in Medway.

Medway Council capital programme

Medway Council, as an infrastructure provider, can provide a certain level of capital funding towards infrastructure and regeneration projects including through prudential borrowing where appropriate. This can also be used to support forward funding of infrastructure where recovery is possible from development at the appropriate time. However, given budget pressures on Local Government, investments will be prioritised and set out in Council plans.

Statutory agencies and providers

Infrastructure providers and the statutory agencies are responsible for meeting their statutory obligations and responding to growth through their own funding sources. They can plan for infrastructure provision through investment plans, which take into account the Council's plans for development.

Private investment

Some infrastructure is provided by private companies, for example early years provision, and capital investment in these services forms part of their business operations. Similarly, landowners may have some responsibility for infrastructure investments on their land, for example riparian owner where there is a watercourse within or adjacent to the boundaries of their property and a watercourse includes a river, stream, or ditch.

Prioritisation of infrastructure projects

As part of the process of preparing this IDP, Medway Council officers have worked with infrastructure providers including internal council services, as well as members, to prioritise infrastructure interventions required to enable development to come forwards. This has involved a combination of technical factors, based on feedback from statutory and other bodies, political engagement, and the framework of objectives set out in the Draft Medway Local Plan and other council strategies and documents.

This has led to the following categories being developed which

1. Critical– Projects that need to happen to bring forward strategic growth (typically pre-commencement of development)
2. Essential – Projects that are required to mitigate impacts of the development in a timely and sustainable manner (phased occupation or before occupation).
3. Important – Projects that are required for sustainable growth but non delivery is unlikely to prevent development in the short term (after occupation of development starts)

Infrastructure costings

National planning policy is clear that Local Plans must be viable (economically deliverable) and set out the level of contribution needed from development.⁹⁵ However, the requirements of infrastructure and policy should not be burdensome to the extent that they undermine the plan. The IDP has been developed in conjunction with the whole plan viability report to calculate maximum levels for developer contributions to enable new infrastructure to be delivered. Medway Council has worked with infrastructure providers and council services to develop the best available estimates of infrastructure costings and proposed delivery timescales including where appropriate cost allowances for consultancy fees and contingency in line with best practice, however these are indicative and subject to detailed cost and delivery estimates in line with NPPF Footnote 35. It should be noted that build costs have historically been subject to inflation above the rate of consumer price or other measures, and any delays to infrastructure delivery can then impact upon their cost. Care should therefore be taken when collecting funding up front, as delivery in future may have a higher cost than expected.

⁹⁵ DLU, National Planning Policy Framework, paragraph 34 (2019), p. 11

Cross-boundary issues

Not all infrastructure problems occur at a local district level and sometimes they require solutions that cross local authority boundaries. As a reflection of this the Council has prepared this plan in partnership with neighbouring LPAs and service providers. Formal Duty to Cooperate Activity is recorded as part of the Local Plan process, while there is also the potential for bespoke Statements of Common Ground with neighbouring authorities and infrastructure providers where necessary. Below are listed the strategic infrastructure projects that need to be undertaken for the plan to be successful. Medway Council will continue to engage in Duty to Cooperate discussions and research as the plan progresses. The table below outlines some of the key projects planned to deliver strategic infrastructure.

Infrastructure Area	Specific Project	Impact on Medway
Transport	Lower Thames Crossing 2025	Specific impacts are not yet clearly understood, pending the final submission of a DCO. However, a number of key routes in and around Medway are likely to be significantly impacted.
		Impact on traffic flow along the M2 and A2 and the potential increase in capacity of the highway.
	M2 Junction 5 improvements	Development at Lidsing on the border with Medway could have key impacts on its transport network that may require mitigation.
	Proposed development at Lidsing	Development at Three Crutches on the border with Medway could have key impacts on its transport network that may require mitigation.
	Proposed development at Three Crutches	The port redevelopment will increase capacity and allow further diversification of use. The recent masterplan indicates that

	<p>Sheerness Port – Steelworks Redevelopment</p> <p>Potential Crossrail extension to Dartford and Gravesend</p>	<p>investment will be directed to Sheerness Port.</p> <p>Quicker and more numerous services to London</p>
Health	Kent & Medway CCG Estates Strategy	The provision of healthcare will change to be more focused on larger community practices doing more and hospitals focusing on specialist treatments within Kent and Medway.
Utilities	Aylesford Water Re-Use Scheme 2022	Increased capacity within River Medway through water re-use scheme.
Telecommunications	Broadband Delivery UK – Kent and Medway	Over 95% of properties across Kent and Medway can now access a superfast broadband service of at least 24mbps, and from. The government's standard broadband vouchers remain

		<p>available for existing projects until the 31 March 2021. Broadband Delivery UK, who administer the broadband voucher schemes, have also announced plans for a new government-funded voucher scheme to go live in April 2021. Further details should be announced by BDUK shortly.</p>
Further Education	Kent Medical School	<p>Opened in September 2020, Kent, and Medway Medical School (KMMS) is a medical school based in Canterbury, Kent. It is jointly run by the University of Kent and Canterbury Christ Church University and offers around 100 places per year. Funding for KMMS was announced in March 2017 following a competition to allocate 1500 new medical training posts across England,[2] and the first 100 students enrolled in 2020. Brighton and Sussex Medical School acts as a partner institution. KMMS offers five-year undergraduate programmes, with a focus on specialties currently under-represented in Kent and Medway.</p>

Environment	<p>North Kent Strategic Access Management and Monitoring Scheme</p> <p>Thames Estuary 2100</p>	Strategic programme to mitigate risk of damage to SPAs and Ramsar sites on Thames, Medway, and Swale estuaries from increased visitors as population grows, and programme of work by the environment agency to manage tidal flood risk in the Thames Estuary.
Other	<p>Ebbsfleet Garden City</p> <p>London Resort</p>	The impacts of both the projects are to be considered as further details emerge. These are DtC issues that are to be progressed through dialogue with the relevant parties.

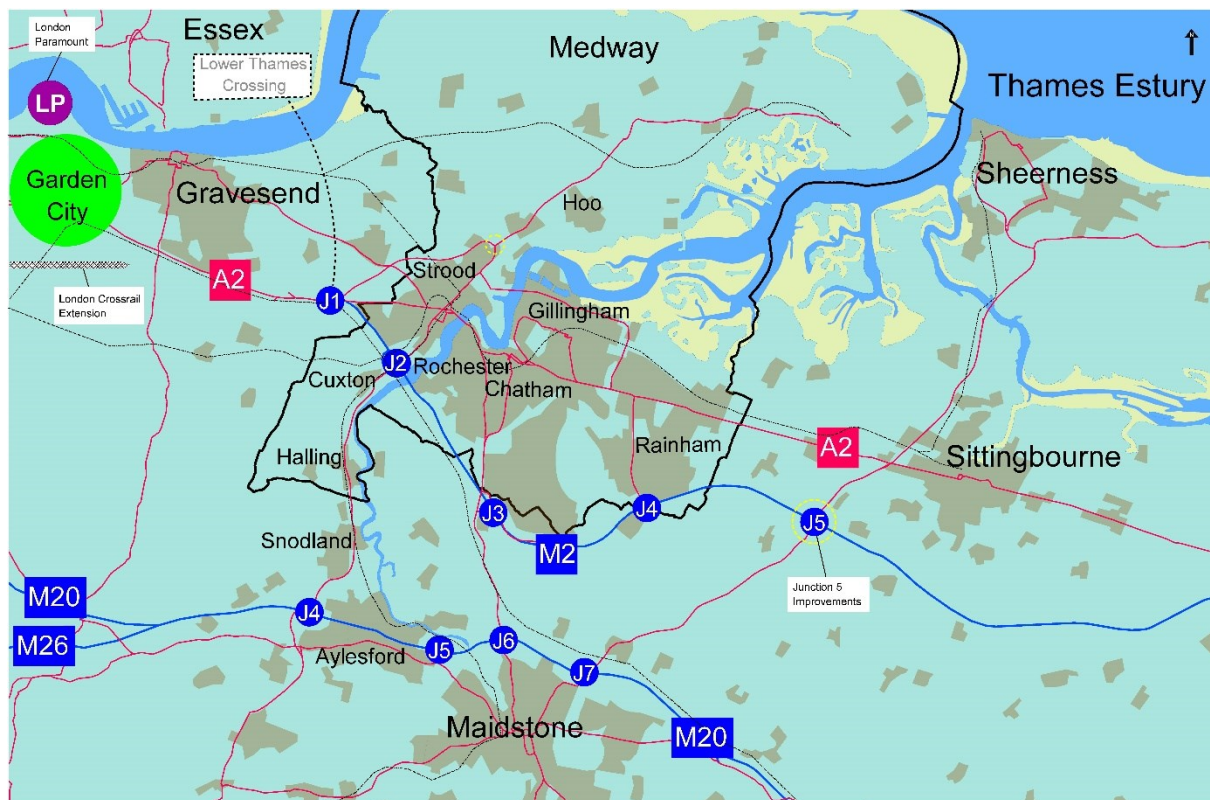


Figure 14: Map of cross boundary infrastructure projects affecting Medway

Appendix 1: Infrastructure delivery schedule (IDS)

An IDS is a timetable of projects identified over the plan period that will aid delivery of the Local Plan. Existing projects or those that refer to routine maintenance or are not needed as a result of the growth identified are not included. It sets out costs, responsible bodies, and timeframes. It is to help the LPA to monitor infrastructure delivery and manage conversations with both developers and infrastructure delivery partners.

The IDS will be monitored annually as part of the AMR process. The process to do this is via contacting services to check that the details inputted into the table are still accurate. Such monitoring will enable the Council to make sure that infrastructure needed is delivered and to aid if there are delays in delivery.

For clarity, please see below further explanation of the IDS:

- Project description – what is the infrastructure project
- Location – whereabouts is the project to be located
- Type of project (strategic or local) – will the project benefit the whole of Medway (strategic) or is it to mitigate a specific site (local)
- Timeframe – when is the project to be delivered. Several 5-year phasing blocks have been used to allow for flexibility
- Delivery body – who is responsible for bring the project forward and leading on its development
- Estimated cost – How much will the project be.
- Funding source – where will the money come from for the project and how will this be distributed
- Funding secured – has any money already been allocated for the project
- Priority – as previously explained this defines how crucial the project is to lead to the successful delivery of the Local Plan

Project Description	Location	Type of project (strategic or local)	Timeframe	Delivery body	Estimated cost	Potential Funding Source	Funding identified	Priority level (Critical - Essential - Important)
HIF roof tax	TBC	TBC	Ongoing	Medway council	£20,301,290	Section 106	0	Critical
Forward funding interest payments (£67m x 10 years @ 1.5%)	TBC	TBC	Ongoing	Medway council	£10,000,000	Section 106	0	Critical
Transport - Highways								
MRN A289 Yokosuka Way / Lower Rainham Road	Medway wide	Strategic	2026	Medway Council	£194,264	Section 106	£0	Critical
MRN Bowaters Roundabout	Medway wide	Strategic	2026	Medway Council	£2,288,230	Section 106	£0	Critical
MRN A2 / Moor Park Close	Medway wide	Strategic	2026	Medway Council	£112,035	Section 106	£0	Critical
MRN A2 / Otterham Quay Lane Junction	Medway wide	Strategic	2026	Medway Council	£189,979	Section 106	£0	Critical
MRN A2 Commercial Road / High Street / Station Road	Medway wide	Strategic	2026	Medway Council	£215,293	Section 106	£0	Critical
A2 Commercial Road / A228 Knight Road	Medway wide	Strategic	2026	Medway Council	£224,964	Section 106	£0	Critical
A228 Frindsbury Road / Wykeham Street	Medway wide	Strategic	2026	Medway Council	£3,014,224	Section 106	£0	Critical
A228 Frindsbury Road / Gun Lane	Medway wide	Strategic		Medway Council		Section 106	£0	Critical
B2002 Station Road	Medway wide	Strategic	2026	Medway Council	£28,149	Section 106	£0	Critical
MRN Pier Road / Gillingham Junction	Medway wide	Strategic	2037	Medway Council	£21,587,489	Section 106	£0	Critical
MRN A2 Spar Hill / High Street / Victoria Street	Medway wide	Strategic	2037	Medway Council	£20,769	Section 106	£0	Critical
A231 The Brook / Slicketts Hill	Medway wide	Strategic	2037	Medway Council	£65,126	Section 106	£0	Critical
Medway Bridge - Rochester - Chatham cycle route	Medway wide	Strategic	2026	Medway Council	£409,860	Section 106	£0	Critical
SRN M2 J2 and Roman Way / A228 scheme	Medway wide	Strategic	2037	Highways England	£14,248,500	Section 106	£0	Critical
SRN M2 Junction 3 (Includes Taddington, Lord Lees & Bridgewood Roundabout) Contribution Analysis	Medway wide	Strategic	TBC	Highways England	£1,450,000	Section 106	£0	Critical
SRN M2 J4	Medway wide	Strategic	TBC	Highways England	£2,000,000	Section 106	£0	Critical
Hoo Peninsula Relief Road and Junction Improvements	Hoo Peninsula	Local	0-5 years	Medway Council	£85,698,383	Homes England (HIF)	£85,698,383	Critical
Hoo Peninsula Road additional costs including contingency	Hoo Peninsula	Local	0-5 years	Medway Council	£18,295,145	Section 106	£0	Critical
SRN M2 J5 - A249 Stockbury	Medway wide	Strategic	0-5 years	Highways England	£100,000,000	Highways England	£100,000,000	Critical
Strood to M2 connection- connecting Knight Road to M2 – Strood TC Masterplan	Strood	Strategic	11-15 years	Medway Council	TBC	TBC	£0	Essential
Medway Tunnel Capital Funding Years 1-5	Medway wide	Strategic	0-5 years	Medway Council	£4,972,000	Highways England	£4,972,000	Critical
Medway Tunnel Revenue Funding Years 1-5	Medway wide	Strategic	0-5 years	Medway Council	£6,900,000	TBC	£0	Critical
Medway Tunnel Capital Funding Years 6-17	Medway wide	Strategic	6-10 years	Medway Council	TBC	TBC	£0	Critical
Medway Tunnel Revenue Funding Years 6-17	Medway wide	Strategic	6-10 years	Medway Council	TBC	TBC	£0	Critical
Transport - Other								
Hoo Passenger Railway Station	Hoo Peninsula	Strategic	0-5 years	Network Rail	£63,941,482	Homes England (HIF)	£63,941,482	Critical
Hoo Rail Services 12-Car Train requirement Platform Lengthening	Hoo Peninsula	Local	0-5 years	Network Rail	£850,000	Section 106	£0	Critical
Hoo Rail Service DC Traction Power Network Rail Broad Estimate	Hoo Peninsula	Local	0-5 years	Network Rail	£5,700,000	Section 106	£0	Critical
Hoo Rail Service Additional Main Line Track Connection Track Works and Signalling	Hoo Peninsula	Local	0-5 years	Network Rail	£6,500,000	Section 106	£0	Critical
Hoo Passenger Railway Station Access Road	Hoo Peninsula	Local	0-5 years	Medway Council	£2,000,000	Section 106	£0	Critical
Hoo Passenger Service Early Years Subsidy Year 1 (2024/25)	Hoo Peninsula	Strategic	0-5 years	Medway Council / Network Rail	£6,000,000	Section 106	£0	Critical
Hoo Passenger Service Early Years Subsidy Years 2-5 (post-2025)	Hoo Peninsula	Strategic	6-10 years	Medway Council / Network Rail	£24,000,000	Section 106	£0	Critical
Explore potential for two new bus routes to Hoo (5 years of subsidised service)	Hoo Peninsula	Local	6-10 years	Arriva	£1,147,384	Section 106	£0	Essential
Hoo bridleway creation	Hoo Peninsula	Local	TBC	Medway Council	£2,000,000	Section 106	£0	Essential
Hoo A228 Green bridge 1	Hoo Peninsula	Local	0-5 years	Medway Council	£1,000,000	Section 106	£0	Essential
Hoo A228 Green bridge 2	Hoo Peninsula	Local	0-5 years	Medway Council	£3,000,000	Section 106	£0	Essential
A228 Four Elms Hill Emergency Active Travel Fund Tranche 2	Hoo Peninsula	Local	0-5 years	Medway Council	£937,000	Active Travel Fund Tranche 2	£937,000	Essential
Transport - Public Realm								
Innovation Park Medway	Medway-wide	Strategic	0-5 years	Medway Council	£45,800,000	SELEP and borrowing.	£45,800,000	Essential
Future High Street Fund Chatham Town Centre	Chatham	Strategic	0-5 years	Medway Council	£9,497,720	Future High Streets Fund	£9,497,720	Essential
Chatham Town Centre Place-making and Public Realm Package	Chatham	Local	0-5 years	Medway Council	£5,129,000	Local Growth Fund	£5,129,000	Essential
Strood Town Centre Journey Time and Accessibility Enhancements	Strood	Local	0-5 years	Medway Council	£9,870,000	Local Growth Fund	£9,870,000	Essential
Gillingham High Street Public Realm improvements	Gillingham	Local	0-5 years	Medway Council	£7,190,000	Getting Britain Building/MDC	£7,190,000	Essential
Chatham Docks to Gillingham Station connection (Old Rail Line)	Gillingham	Local	TBC	TBC	£14,000,000	Levelling-Up Fund/TBC	£0	Essential
Strood Linear Park/River Front Public Space	Strood	Local	TBC	TBC	TBC	TBC	£0	Essential

Education - Early Years and Primary								
New 2 FE Primary School at Rochester Riverside	Rochester	Local	2023	TBC	N/A	Section 106	Yes	Critical
Expansion by 1 FE Primary School at Hundred of Hoo School (including land)	Hoo Peninsula	Local	2022	TBC	£2,500,000	Section 106	£0	Critical
Expansion by 1 FE and relocated Primary School at High Halstow Primary School	Hoo Peninsula	Local	2024	TBC	£6,000,000	Section 106	£0	Critical
2 ha land for new High Halstow primary school at benchmark land value of £375,000/ha	Hoo Peninsula	Local	2024	TBC	£750,000	Section 106	£0	Critical
Expansion by 1 FE and relocated Primary School at Chattenden (including land)	Hoo Peninsula	Local	2024	TBC	£6,000,000	Section 106	£0	Critical
2 ha land for new Chattenden primary school at benchmark land value of £375,000/ha	Hoo Peninsula	Local	2024	TBC	£750,000	Section 106	£0	Critical
Expansion by 1 FE Primary School at Hoo St Werburgh Primary School (including land)	Hoo Peninsula	Local	2025	TBC	£2,500,000	Section 106	£0	Critical
Expansion by 1 FE Primary School at Greenvale Primary	Chatham	Local	2028	TBC	£2,500,000	Section 106	£0	Critical
Expansion by 1 FE Primary School at Temple Mill Primary School	Strood	Local	2028	TBC	£2,500,000	Section 106	£0	Critical
Expansion by 1 FE Primary School at All Faiths Primary	Chatham	Local	2028	TBC	£2,500,000	Section 106	£0	Critical
Expansion by 1 FE Primary School at New Road Primary	Strood	Local	2028	TBC	£2,500,000	Section 106	£0	Critical
New 3 FE Primary School at North of Priory Rd, Strood	Strood	Local	2028	TBC	£6,000,000	Section 106	£0	Critical
Expansion by 1 FE Primary School at Cliffe Woods (including land)	Hoo Peninsula	Local	2028	TBC	£2,500,000	Section 106	£0	Critical
Expansion by 1 FE Primary School at Allhallows Primary School (including land)	Hoo Peninsula	Local	2032	TBC	£1,875,000	Section 106	£0	Critical
New 2 FE Primary School at South of A228, Hoo St Werburgh 1	Hoo Peninsula	Local	2029	TBC	£6,000,000	Section 106	£0	Critical
2 ha land for primary school at benchmark land value of £375,000/ha	Hoo Peninsula	Local	2029	TBC	£750,000	Section 106	£0	Critical
1000 early years places at nurseries attached to school, new or expanded separate private nurseries.	Hoo Peninsula	Local	2030	TBC	TBC	Section 106	£0	Critical
New 3 FE Primary School at South of A228, Hoo St Werburgh 2	Hoo Peninsula	Local	2032	TBC	£6,000,000	Section 106	£0	Critical
2 ha land for primary school at benchmark land value of £375,000/ha	Hoo Peninsula	Local	2032	TBC	£750,000	Section 106	£0	Critical
Expansion by 1 FE Primary School at Halling Primary School	Halling	Local	2035	TBC	£2,500,000	Section 106	£0	Critical
Education - Secondary								
New 6FE Secondary School at Moor St, Rainham	Rainham	Local	2023	TBC	N/A	Education Funding Agency	Section 106	Essential
New 6FE Secondary School at Manor Farm, Strood	Strood	Local	2023	TBC	N/A	Education Funding Agency	Section 106	Essential
1 FE Expansion of Walderslade Girls	Walderslade	Local	2028	TBC	£2,500,000	Section 106	£0	Essential
1 FE Expansion of Greencroft School	Chatham	Local	2028	TBC	£2,500,000	Section 106	£0	Essential
New 8 FE Secondary School including 500 place sixth form provision South of A228, Hoo St Werburgh	Hoo Peninsula	Local	2025	TBC	£35,000,000	Section 106	£0	Essential
10.6 ha land for secondary school at benchmark land value of £375,000/ha	Hoo Peninsula	Local	2028	TBC	£3,975,000	Section 106	£0	Essential
Education - Other								
Cornwallis Avenue, Gilling - 160 SEN places	Gillingham	Strategic	2023		N/A	Department for Education	Yes	Critical
New 100 places special school primary ASD	Medway wide	Strategic	2025	TBC	£15,000,000	Section 106	£0	Essential
New 100 place special school secondary ASD	Medway wide	Strategic	2028	TBC	£15,000,000	Section 106	£0	essential
Utilities & Waste								
Reinforcement to the gas infrastructure - Sites- 0647, 1251a/b/c, 24.	Hoo Peninsula	Local	0-5 years	SGN	N/A	N/A	N/A	Critical
Sewerage network infrastructure	Medway wide	Local	Ongoing	Southern Water	N/A	Developer/Southern Water	N/A	Essential
Wastewater treatment infrastructure	Medway wide	Strategic	11-15 years	Southern Water	N/A	Southern Water	N/A	Essential
Reinforcement of the electricity network	Medway wide	Strategic	Ongoing	UKPN	£20,000,000	Developers/UKPN	£0	Critical
Hoo Smart Infrastructure	Hoo Peninsula	Local	TBC	TBC	£5,000,000	Section 106	£0	Desirable
Hoo Waste Infrastructure	Hoo Peninsula	TBC	TBC	TBC	TBC	Section 106	£0	Critical
Medway City Fibre	Medway wide	Strategic	0-5 years	TBC	£40,000,000	Internet Service Providers	£40,000,000	Critical
Waste services contribution	Medway wide	Local	Ongoing	TBC	£5,000,000	Section 106	£0	Critical
Health & social care								
New Healthy Living Centre Chatham	Chatham	Local	0-5 years	Medway CCG	TBC	TBC	£8,000,000	Critical
New Healthy Living Centre Strood	Strood	Local	0-5 years	Medway CCG	TBC	TBC	£6,000,000	Essential
New Healthy Living Centre-Peninsula (or equivalent) of circa 3,650 sqm include minimum 1200 sqm of primary care space	Hoo Peninsula	Local	6-10 years	Medway CCG	£20,000,000	TBC	£0	Critical
1 ha land for new healthy living centre at benchmark land value of £375,000/ha	Hoo Peninsula	Local	6-10 years	Medway CCG	£375,000	Section 106/DHSC	£0	Critical
Reconfiguration of Walter Brice Centre	Hoo Peninsula	Local	0-5 years	Medway CCG	£500,000	Section 106/DHSC	£500,000	Essential
0.5 ha land for reconfiguration of Walter Brice Centre/Expansion of Elms Medical Practice	Hoo Peninsula	Local	6-10 years	Medway CCG	£187,500	Section 106/DHSC	£0	Essential
New GP premises at Capstone	Hempstead	Local	0-5 years	Medway CCG	TBC	TBC	£0	Essential
New GP premises at Temple Waterfront	Strood	Local	0-5 years	Medway CCG	TBC	TBC	£0	Essential
Improvement/expansion to Medway GP practices	Medway wide	Strategic	Ongoing	Medway CCG	TBC	TBC	£0	Essential
Reconfiguration of community health buildings	Medway wide	Strategic	0-5 years	Medway CCG	TBC	TBC	£0	Essential
Urgent Care Treatment Centre	Gillingham	Strategic	0-5 years	Medway Foundation Trust	£1,000,000	TBC	£1,000,000	Critical
The Smoking Advice Centre- Chatham	Chatham	Strategic	Ongoing	Medway Council	TBC	TBC	£0	Essential
South East Coast Ambulance Service – Medway Make Ready Centre	Gillingham	Strategic	0-5 years	South East Coast Ambulance Service	£6,500,000	TBC	£6,500,000	Critical
Pharmacies	Medway wide	Strategic	Ongoing	NHS England	TBC	TBC	£0	Essential
Optometry	Medway wide	Strategic	Ongoing	NHS England	TBC	TBC	£0	Essential
Dental	Medway wide	Strategic	Ongoing	NHS England	TBC	TBC	£0	Essential
Hoo Peninsula Ambulance Community Response Post	Hoo Peninsula	Strategic	TBC	SECAmb	£750,000	TBC	£0	Critical
Medway Foundation Trust – Additional Bed Capacity	Medway wide	Strategic	3 – 15 years	Medway CCG	£75,000,000	TBC	£0	TBC
Medway Foundation Trust- Diagnostic Services	Medway and Swale	Strategic	1 – 5 years	Medway CCG	£10,000,000	TBC	£0	TBC
Medway Foundation Trust – Second site	Medway and Swale	Strategic	6 – 15 years	Medway CCG	£100,000,000	TBC	£0	TBC
Community and cultural facilities								
New Hoo St Werburgh Sports Centre upgrade or redevelopment	Hoo Peninsula	Local	TBC	Medway Council	£25,000,000	Section 106	£0	Critical
Upgrades to Hoo Library and other community facilities	Hoo Peninsula	Local	TBC	Medway Council	TBC	TBC	TBC	TBC
A Visitor Centre close to Vicarage Lane, Hoo Flats	Hoo Peninsula	Local	TBC	Medway Council	£3,000,000	Section 106	£0	Essential
City of Culture Community & Arts Facilities	Medway wide	Strategic	TBC	Medway Council	TBC	TBC	TBC	TBC
Hoo cultural and heritage funding including wayfinding	Hoo Peninsula		TBC	Medway Council	TBC	Section 106 or Heritage Lottery Fund	TBC	TBC

Green & Blue infrastructure								
Hoo Strategic Environmental Management Scheme	Hoo Peninsula	Local	Ongoing	Medway Council	£14,350,000	Homes England (Hf)	£14,350,000	Critical
Hoo SEMS endowment	Hoo Peninsula	Local	Ongoing	Medway Council	£10,000,000	Section 106	£0	Essential
Contribution to bird disturbance mitigation - Strategic Access Management and Monitoring Scheme (Birdwise SAMMS)	Within 6km of sites	Strategic	Ongoing	Medway Council/North Kent Birdw	£7,074,519	Section 106	£0	Critical
Rochester Riverside Flood Defence Wall	Hoo Peninsula	Local	Ongoing	Medway Council	£4,500,000	Medway Council	£4,500,000	Critical
Strood Civic Centre - Flood Mitigation	Strood	Local	Ongoing	Medway Council	£12,000,000	Medway Council	£12,000,000	Critical
MEASS Benefit Area 1.2 Kingsnorth	Hoo Peninsula	Local	Ongoing	EA and/or partners	£22,054,000	EA, third party beneficiaries, S106 and develop	£2,295,000	Essential
MEASS Benefit Area 2.1 Medway Towns - Lower Upnor to Medway Bridge	Strood	Local	Ongoing	EA and/or partners	£20,534,000	EA, third party beneficiaries, S106 and develop	£2,916,000	Essential
MEASS Benefit Area 2.2 Medway Towns-Medway Bridge to West St Mary's Island	Chatham	Local	Ongoing	EA and/or partners	£5,417,000	EA, third party beneficiaries, S106 and develop	£977,000	Essential
MEASS Benefit Area 2.3 Medway Towns - St Mary's Island to the Strand	St Mary's Island	Local	Ongoing	EA and/or partners	£16,124,000	EA, third party beneficiaries, S106 and develop	£5,341,000	Essential
MEASS Benefit Area 3.2 Upper Medway - North Halling to Snodland	Halling	Local	Ongoing	EA and/or partners	£1,725,000	EA, third party beneficiaries, S106 and develop	£489,000	Critical
MEASS Benefit Area 4.1 Medway marshes -The Strand to west Motney Hill	Gillingham	Local	Ongoing	EA and/or partners	£4,846,000	EA, third party beneficiaries, S106 and develop	£624,000	Essential
MEASS Benefit Area Medway Marshes East of Upchurch to east of Lower Halstow	Hoo Peninsula	Local	Ongoing	EA and/or partners	£814,000	EA, third party beneficiaries, S106 and develop	£66,000	Essential
TE2100 Isle of Grain	Hoo Peninsula	Strategic and local.	6-10 years	EA	£14,000,000	EA	£0	Essential
IPM - off site Net Gain payment	Gillingham	Local	0-5 years	Medway Council & Kent Wildlife Tr	£805,440	Section 106	£0	Critical
National and regional trails	Medway wide	Strategic	6-10 years	Developer/Medway Council	£15,000	Section 106	£0	Essential
Continuous riverside walk from Aylesford to Rochester	Rochester	Strategic and local	6-10 years	Developer/Medway Council /KCC	£70,000	Section 106	£0	Essential
PROW footpath RS101	Hoo Peninsula	Local	6-10 years	Developer/Medway Council	£50,000	Section 106	£0	Essential
PROW footpath RS99	Hoo Peninsula	Local	6-10 years	Developer/Medway Council	£40,000	Section 106	£0	Essential
PROW footpath RS109 Ropers Green Lane	Hoo Peninsula	Local	6-10 years	Developer/Medway Council	£250,000	Section 106	£0	Essential
Prow Footpath GB47	Gillingham	Local	6-10 years	Developer/Medway Council	£20,000	Section 106	£0	Essential
Step Free Prow access	Medway wide	Local and strategic	TBC	Developer/Medway Council	TBC	Section 106	£0	Essential
Open space - general:	Medway wide	Strategic	11-15 years	Developer/Medway Council		Section 106	£0	Essential
Where development sites are unable to fully mitigate their quantitative impact on open space provision through provision of on-site open space, this may exacerbate existing deficiencies for certain open space typologies in some areas. The Council will look for opportunities to address these deficiencies, including increased public accessibility to open green spaces.					TBC			
Open space - general:	Hoo Peninsula	Local	11-15 years	Developer/Medway Council	TBC	Section 106	£0	Essential
Parks & Gardens:	Medway wide	Local	11-15 years	Developer/Medway Council		Section 106	£0	Essential
In addition to open space secured through allocations in the Local Plan, on site parks & gardens will be sought through residential developments where this can be accommodated within the site. Where the full needs cannot be accommodated on site, financial contributions towards improvements at existing facilities will be sought for any residual deficit in provision where appropriate. All sub areas, particularly Strood Rural					TBC			
Allotments:	Medway wide	Local	11-15 years	Developer/Medway Council		Section 106	£0	Essential
In addition to open space secured through allocations in the Local Plan, on site allotment provision will be sought through residential developments where this can be accommodated within the site. Where the full needs cannot be accommodated on site, financial contributions towards improvements at existing facilities will be sought for any residual deficit in provision where appropriate. Currently, all of Medway's allotment sites have waiting lists and this needs to be addressed to meet future demand, particularly Rochester and Rainham					TBC			
Play:	Medway wide	Strategic	11-15 years	Developer/Medway Council		Section 106	£0	Essential
In addition to open space secured through allocations in the Local Plan, on site play provision will be sought through residential developments where this can be					TBC			
Youth:	Medway wide	Strategic	11-15 years	Developer/Medway Council		Section 106	£0	Essential
In addition to open space secured through allocations in the Local Plan, on site youth provision will be sought through residential developments where this can be accommodated within the site. Where the full needs cannot be accommodated on site, financial contributions towards improvements at existing facilities will be sought for any residual deficit in provision where appropriate, particularly in Rural areas such as Hoo Peninsula (change to Strood Rural?) and Rainham					TBC			
Natural Greenspace:	Medway wide	Strategic	11-15 years	Developer/Medway Council		Section 106	£0	Essential
In addition to open space secured through allocations in the Local Plan, on site natural greenspace will be sought through residential developments where this can be accommodated within the site. Where the full needs cannot be accommodated on site, financial contributions towards improvements at existing facilities will be sought for any residual deficit in provision where appropriate - particularly Gillingham and Rainham sub-areas					TBC			
Destination site - Riverside Country Park:	Rainham	Local	11-15 years	Medway Council/Medway Norse		Section 106	In part	Essential
Increase in visitor numbers requires improvement and expansion of visitor facilities at the two country parks in Medway. Required improves at RCP includes extending the car park, visitor/education centre, café and bird hides					£4,000,000			
Destination site - Capstone Farm Country Park:	Chatham	Local	11-15 years	Medway Council/Medway Norse		Section 106	In part	Essential
Increase in visitor numbers requires improvement and expansion of visitor facilities at the two country parks in Medway. Required improvements at CFPC include car parking, widening access road to upper car parks, visitor/education centre, café and play area					£4,000,000			
Community Tree Nursery - Links to emerging Tree Strategy & Climate Change to increase trees in Medway. Nursery would encourage community use by local schools and increase volunteer participation	TBC	Strategic	11-15 years	Medway Council/Medway Norse	£250,000	Section 106 + External funding	£0	Desirable
Football - increase artificial pitch (3G) provision in Medway. Ideally, this could be done through Community Use Agreements for new school sites	Hoo Peninsula	Strategic	11-15 years	Developer/Medway Council		Section 106	£0	Essential
Football - improve facilities such as pavilions - particularly Beechings Cross, Luton Rec, Hempstead Rec, Kingsfrith, Knights Place, Hook Meadow, Cliffe Woods Rec	Medway wide	Local	11-15 years	Medway Council & Medway Norse	TBC	Section 106 + External funding	£0	Essential
Football - enhance drainage of pitches to increase pitch capacity - particularly Beechings Cross, Borstal Rec, Hemptead Rec, Kingsfrith, Knights Place, Cliffe Woods Rec	Medway wide	Strategic	11-15 years	Medway Council & Medway Norse	TBC	Section 106 + External funding	£0	Essential
Football - address demand for projected growth which will result in shortfall of adult and youth (11v11) pitches - All sub areas, particularly Chatham (youth 11v11) and Gillingham (adult)	Medway wide	Local	11-15 years	Developer & Medway Council		Section 106	£0	Essential
Cricket - work with key stakeholders to invest in changing facilities	Medway wide	Local	11-15 years	TBC	TBC	TBC	£0	Essential
Cricket - work with key stakeholders to invest in non-turf pitch provision to meet growing demand	Medway wide	Local	11-15 years	TBC	TBC	TBC	£0	Essential
Hockey - ensure long-term Community Use Agreements are in place, especially at education sites to further develop hockey within Medway. This will allow for great club	Medway wide	Strategic	11-15 years	TBC	TBC	TBC	£0	Essential
Rugby - invest in further floodlight provision in educational and council sites to increase training capacity	Medway wide	Strategic	11-15 years	TBC	TBC	Section 106 + External funding	£0	Essential
Rugby - improve drainage at all rugby sites	Medway wide	Strategic	11-15 years	TBC	TBC	Section 106 + External funding	£0	Essential
Tennis - invest in community tennis programmes to encourage participation	Medway wide	Strategic	11-15 years	Medway Council & Medway Norse	TBC	External funding	£0	Essential
Tennis - invest and enhance in current facilities	Medway wide	Strategic	11-15 years	Medway Council & Medway Norse	TBC	Section 106 + External funding	In part	Essential
Tennis - installation of additional sites to meet additional demand where is the lack of current provision. This could be done through Community Use Agreements for new	Medway wide	Local	11-15 years	TBC	TBC	Section 106	£0	Essential
Tennis - consider investing in floodlights at some current facilities	Medway wide	Local	11-15 years	TBC	TBC	Section 106 + External funding	£0	Essential

Total infrastructure cost	£904,536,045	Funding already identified	£438,593,585
Hoo Peninsula Total Infrastructure	£417,289,894	Hoo Peninsula Funding already identified	£172,287,865

£465,942,460
£245,002,029

* Hf Core Funded Projects

Funding remaining to be identified	£465,942,460
Current estimate of S106 requirement	£341,330,161
Other government/private funding required (I	£124,612,299

**These are indicative costings and projects specific to the Hoo Peninsula growth. There are further Medway-wide infrastructure requirements, such as waste services and youth facilities, in line with the Developer Contribution Guide.

***Note this table does not include some site specific abnormal costs, for example addressing power lines, alongside typical on-site infrastructure costs such as utility connections, internal roads and open space.

Appendix 2: Summary of engagement with infrastructure providers

Consultation January – September 2021

In the lead up to Regulation 19 stage, Medway Council undertook targeted engagement, primarily with internal service providers and with the NHS. This is on the basis that the majority of infrastructure contributions collected by Medway Council and therefore within its direct control are spent directly within the council. Utilities and other infrastructure matters controlled by private sector interests were not identified as significant constraints on growth at Regulation 18 and later stages of consultation, and therefore other infrastructure matters were prioritised in the lead up to Regulation 19. Targeted engagement included a large number of meetings, particularly focused on different parts of the wider NHS family, including the CCG and Foundation Trust, as well as participation in a number of work groups helping to inform health estates strategies and decisions, reflecting local priorities and needs.

Infrastructure body	Response received	Key issues raised
Medway Council Regeneration Service	Yes	Funding requirements for HIF enhancements
Medway Council Education Service	Yes	Phasing of new school provision on Hoo peninsula in line with housing growth, forward funding requirements
Medway Council Social Care Service	Yes	None
Medway Council Leisure Service	Yes	Demolition and redevelopment of Hoo sports centre and associated costs
Medway Council Libraries Service	Yes	Potential for colocation
Medway Council Flood Risk Officer	Yes	SFRA
Medway Council Integrated Transport Service	Yes	None
Medway Council Greenspaces Service	Yes	None
Medway Council Smart Infrastructure Officer	Yes	Need to ensure cost of connection charges factored into viability assessment.
Medway Council Youth Services	Yes	Potential for colocation
Medway Council Cultural Services	Yes	Potential for colocation, wayfinding, and public art
Medway Council Employment Service	Yes	Potential use of developer contributions
NHS Kent and Medway CCG, NHS Medway Foundation Trust etc	Yes	Need for expansion of existing hospital and ambition for new facility, potential for new healthy living centre on the Hoo peninsula to align with new community diagnostic hub priorities from central government, other health infrastructure requirements, process, and approach to collecting developer contributions. Kent and Medway CCG Primary Care Estates Strategy.
Southern Water	Yes	Development of Drainage and Wastewater Management Plan for the area, need for potential upgrades to wastewater treatment and water supply considered low risk and accommodated within customer recharge schemes.

Consultation March 2020

On 9 March 2020, Medway Council sent out a request for information to support its Infrastructure Delivery Plan that will sit alongside the Local Plan. Medway sent a proforma to a number of key infrastructure providers, requesting further information on infrastructure projects, timeframes for which projects are expected to be delivered, estimated costs and information on funding sources. This information is necessary to understand the nature and anticipated costs of delivering the infrastructure needed to make the Local Plan successful. A reminder email was sent on 31 March 2019 to request further information from those services that had not yet responded. Medway Council also sent a plan illustrating the proposed growth pattern across Medway (indicating new allocations and unimplemented planning permissions) and an excel file that provided details of the scale of growth and phasing of sites highlighted in the plan. The following 12 agencies responded to the consultation:

Infrastructure body	Response received	Key issues raised
Arriva Busses	Yes	No specific additions or changes identified
Environment Agency	Yes	Highlighted Thames Estuary 100 plans and proposals.
Highways England	Yes	Highlighted ongoing work for local plan and related capacity upgrades.
Medway council Early Years	Yes	Provided evidence of excess capacity.
Medway council Flood and Drainage	Yes	Provided advice in relation to production of detailed mitigation information
Medway Council Education Services	Yes	Detailed response providing evidence of capacity and demand in each school place planning area
NHS Pharmacy Services	No	
Open Reach	Yes	Highlighted the need for continued engagement.
South East Coast Ambulance Service NHS Foundation Trust	Yes	Discussion held regarding funding for ambulance upgrades, now completed.
Southern Gas	Yes	Outlined that capacity exists and no further projects are planned.
Southern Water	Yes	Provided detailed hydraulic modelling of sites but no cost estimates for works.
UKPN	Yes	Highlighted the need for developers to contribute to network reinforcements.

IDP Consultation March 2019

On 8th March 2019, Medway Council sent out a request for information to support its Infrastructure Delivery Plan that will sit alongside the Local Plan. Medway sent a proforma to a number of key infrastructure providers, requesting further information on infrastructure projects, timeframes for which projects are expected to be delivered, estimated costs and information on funding sources. This information is necessary to understand the nature and anticipated costs of delivering the infrastructure needed to make the Local Plan successful. A reminder email was sent on 2nd April 2019 to request further information from those services that had not yet responded. Medway Council

also sent a plan illustrating the proposed growth pattern across Medway (indicating new allocations and unimplemented planning permissions) and an excel file that provided details of the scale of growth and phasing of sites highlighted in the plan. These were sent to the following 20 infrastructure providers:

Infrastructure body	Response received	Key issues raised
Southern Water	Yes	Identified issue at Whitewall Creek, but will not stop development
South East Water	Yes	No issues identified
Southern Gas Networks	Yes	Local gas issues identified for Kingsnorth expansion
UK Power Network	Yes	No issues identified
Environment Agency	Yes	Flood defence projects in the life of the plan identified for: Kingsnorth, Grain, Strood, Rochester, St Mary's Island, Riverside Country Park & Halling
Medway Education Team	Yes	Various school expansions and new developments across Medway identified for both Primary and secondary education
Medway CCG	Yes	New healthy living centres in: Strood, Peninsula and Chatham New doctors' surgeries: Temple waterfront and Capstone valley Other areas need various improvements
Medway NHS Foundation Trust	No	
KCC Highways	No	
Medway Library Service	No	
Medway Public Health Service	Yes	Expansion of healthy living pharmacy network
South East Coast Ambulance Service	Yes	Ambulance community response post Hoo Peninsula
Kent Police	Yes	No issues raised
Kent Fire & Rescue	No	
Medway Waste Services	No	
Medway Bereavement Services	No	
Arriva	No	
Network Rail	No	
Highways England	Yes	Cannot currently support the Local Plan due to the lack of modelling work.
Southeastern	No	