



Medway Infrastructure Position Statement

January 2017

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Medway Infrastructure Position Statement
January 2017

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Introduction

This Infrastructure Position Statement (IPS) has been produced by Medway Council to assess the current position of infrastructure provision in Medway. It will be used to inform the infrastructure needs planning for the anticipated level and pattern of growth in the Council's emerging Local Plan. It is a starting point and baseline analysis. Further work on identifying infrastructure needs will follow from the outcomes of the consultation on the Local Plan Development Options. This document is published in conjunction with the second formal stage of consultation on the emerging Medway Local Plan.

This report has been informed through research and consultation with relevant service providers operating in Medway, alongside reviewing existing evidence and strategic plans produced by infrastructure providers. It reflects the available and accessible information as at late 2016. This is an initial stage of work on infrastructure planning that will be reviewed in parallel with the preparation of development allocations and policies in the emerging Local Plan.

The IPS forms part of the evidence base to support the emerging Local Plan. It will also inform work on the implementation and delivery of development, such as the Community Infrastructure Levy (CIL) and developer contributions.

Early work in assessing the options for Medway's growth over the plan period has included consideration of infrastructure needs. The council has considered broad locations and sites with potential for sustainable development. Information is set out in the Strategic Land Availability Assessment, and has been used to identify possible development options in the Local Plan consultation document in early 2017. The council has sought to make efficient use of existing infrastructure where possible and thus reduce the need for new infrastructure to be provided. The initial assessments have established that a range of new services and facilities would be required to meet growth needs, due to limited capacity in existing infrastructure. This has been done in line with the purposes of sustainable development as outlined in paragraph 7 of the NPPF – especially the social role that states there should be: *'accessible local services that reflect the community's needs and support its health, social and cultural well-being'*.

The Infrastructure Position Statement and subsequent Infrastructure Delivery Plan that will emerge from it will need to respond to updated information on needs, service planning and any legislative changes. It is therefore a 'live' document.

What is Infrastructure?

For the purposes of this report, infrastructure includes the following assets:

Infrastructure Category	Detail
Transport	Road network Public transport Sustainable transport Aviation River transport
Green Infrastructure & Sport	Parks, gardens and play areas Allotments Outdoor sports provision

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	Indoor sports provision Public Rights of Way
Education	Early years Primary schools Secondary schools Private schools Further & higher education Adult education
Health & Social Care	GPs and health centres Dentists Hospitals Adult social care day centres Nursing / residential homes
Emergency Services	Police Prisons Fire Brigade Ambulance
Utilities	Electricity Gas Water supply Wastewater treatment Waste services Flood risk
Telecommunication	Broadband Telecommunications
Community Infrastructure	Community centres & village halls Libraries Places of worship Youth centres Cemeteries, churchyards and crematorium
Provision for Minerals ¹	Aggregate Wharfage Aggregate Recycling Facilities Minerals Operations

Key Organisations & Stakeholders

Infrastructure Category	Key Organisations
Transport	Network Rail South Eastern Rail Arriva Nu-Venture National Express Medway Norse Medway Council Integrated Transport
Green Infrastructure & Sport	Medway Council Green Spaces Medway Council Sport Private Sport providers

¹ Supporting facilities for the provision of minerals are recognised as an aspect of infrastructure. However this is not reviewed in detail in this report, as a more comprehensive assessment will be carried out as part of the minerals planning evidence base for the emerging Local Plan.

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Education	Medway Council Early years Early year providers Primary schools trusts Secondary schools trusts Private schools Further & higher education establishments (i.e. colleges & universities) Adult education Services
Health & Social Care	NHS Medway CCG Medway NHS Foundation Trust Medway Council Public Health Medway Health and Well Being Board Medway Council Children and Adult Services Nursing / residential homes Charity sector
Emergency Services	Kent Police HM Prisons Kent Fire & Rescue Service South East Coast Ambulance Service
Utilities	National Grid Southern Gas Networks Southern Water South East Water Environment Agency
Telecommunications	Broadband/telecommunications BT Virgin Media Vfast Wireless Call Flow Solutions Gigaclear Kent County Council (Broadband Delivery Unit)
Other Community Infrastructure	Community centres & village halls Libraries Places of worship Youth centres & clubs Cemeteries, churchyards and crematorium

Context

Medway is a unitary authority with responsibility for aspects of infrastructure planning. It is surrounded by the administrative area of Kent, including county council and district councils to the east, west and south and the Thames Estuary to the north. It is bisected by the River Medway that runs south-north and the Kent Downs AONB east -west. Medway actively engages with its neighbouring authorities through the Duty to Cooperate (DtC)² on cross-border issues – details of which can be found in the Medway Duty to Cooperate Scoping Report, 2017.

² The Duty to Cooperate is a legal requirement to engage in strategic planning on cross boundary issues.

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There are external connections to the wider South East Region by road and rail. Medway is close to the national strategic road network with the M2 and M20 motorways within or adjacent to the authority providing direct access to London and the channel ports/Channel Tunnel. The local road network also connects Medway to the wider Kent area. In addition to the motorways, key routes are the A2, A289, A228 and A229, linking Medway to nearby towns. A number of these routes are particularly important for commuting. There is potential for Medway to become even more significant in the future due to developments in the road network, such as the proposed Lower Thames Crossing.

Three rail lines run through the authority with High Speed Services to London, in less than 40 minutes. A minerals railway also allows the transportation of larger bulky goods that may be shipped to the UK to internal markets. Network Rail is shortly due to publish a Route Strategy for Kent, and this has indicated that more services are likely to pass through Medway at peak times in order to address demand.

There are a number of wharves within Medway. They have an important role in supporting the steady and sustainable supply of minerals through importation of sand and gravel and crushed rock. The wharves also provide a wider commercial importing function. The wharves support Medway to contribute to wider infrastructure needs, in line with national planning policy as set out in the NPPF paragraph 142 with relation to minerals and infrastructure: *'It is therefore important that there is sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs.'*

Medway is surrounded by the administrative area of Kent on three sides. Kent is formed of two tier authorities; Kent County Council (KCC) and twelve district councils. KCC has responsibility for highways, education, waste planning and disposal, minerals planning and social and youth services. District Councils are responsible for a different range of services, including waste collection, green spaces and economic development. Medway Council has engaged with KCC on infrastructure planning work. In 2015 Kent County Council, with some input from Medway Council, developed the Kent & Medway Growth and Infrastructure Framework³. This aimed to identify the current level of infrastructure and future need based on the current demographic and employment forecasts. This work is ongoing as forecasts are updated and Medway continues to liaise with Kent County Council in this work.

To supplement this work Medway has held Duty to Cooperate discussions on infrastructure since work started in preparing a new Local Plan. As a part of the Issues and Options Consultation (January to February 2016) a specific Duty to Cooperate meeting was held with service providers for the strategic rail and road networks and neighbouring Local Planning Authorities (LPAs) to discuss the emerging evidence base and infrastructure needs. In addition, meetings were held with education and health providers concerning the emerging evidence base and approach. The outcome of these discussions has been crucial to establishing the current baseline position.

The Issues and Options consultation (January to February 2016) reinforced the importance of infrastructure to the development of the local plan. The timely and effective delivery of infrastructure was a frequent concern raised. Some 163 responses made reference to infrastructure from a total of 234 responses.

³ [Kent & Medway Growth and Infrastructure Framework 2015](#)

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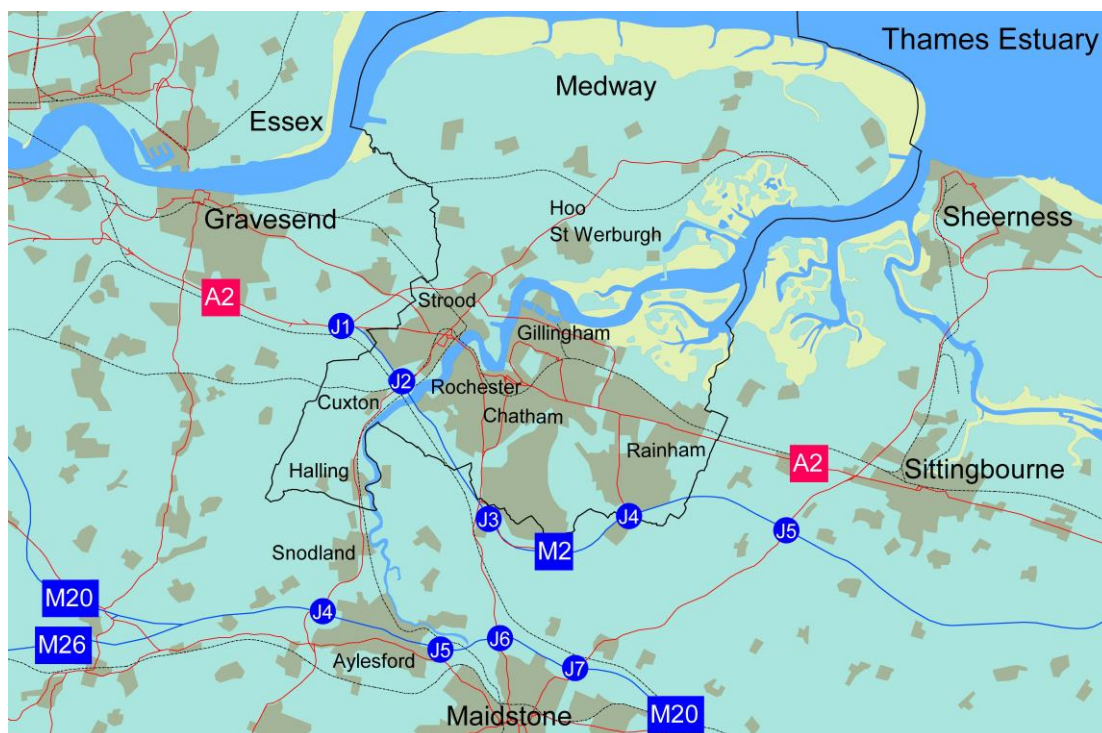


Figure 1. Medway in Context

Planning Policy Context

The requirements for infrastructure planning are included in the National Planning Policy Framework and the Planning Practice Guidance.

The NPPF sets out the requirements for Local Plans in paragraphs 150 to 185. In relation to infrastructure, the NPPF requires:

- strategic policies covering infrastructure;
- an assessment of the current and future need for infrastructure; and
- an assessment of the deliverability and cost of proposed infrastructure.

Paragraph 156 states that local planning authorities should set out strategic priorities for the area:

- *'the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- *the provision of health, security, community and cultural infrastructure and other local facilities;'*

Planning for minerals infrastructure is not reviewed within this document and is to be assessed separately.

Paragraph 162 requires LPAs to work with other authorities and providers to:

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- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.'*

Lastly, infrastructure needs to be assessed to calculate its cost and deliverability. Paragraph 177 states:

'It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan.'

The planning practice guidance adds to the NPPF. It provides further information on the level of detail required in the plan and its supporting evidence. The PPG states that a detailed strategy for the first 5 years of a Local Plan needs to be made (Paragraph 18 Reference ID 12-018-20140306):

'The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in development management decisions. For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain. If it is known that a development is unlikely to come forward until after the plan period due, for example, to uncertainty over deliverability of key infrastructure, then this should be clearly stated in the draft plan.'

The PPG also provides further detail on how infrastructure planning should be presented in the Local Plan (Paragraph 18 Reference ID 12-018-20140306):

'Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself.'

From these policy components three key work areas emerge:

1. Review of the existing and planned infrastructure
2. Key infrastructure policies in the Local Plan
3. An Infrastructure Delivery Plan that tests deliverability, viability and calculate costings for development.

Methodology

The timescale of the infrastructure analysis will reflect the Local Plan period up to 2035. However as previously stated this is a baseline position statement. In advance of decisions on a preferred development strategy for the Local Plan, it does not specify the infrastructure that will be needed to support Medway's sustainable growth up to 2035.

This document provides:

1. an audit of the current level of physical infrastructure in Medway;
2. an assessment of the capacity of the present infrastructure and identification of needs and deficits with planned works; and;
3. a review of broad delivery mechanisms with potential to deliver infrastructure.

Work on viability and costs of infrastructure requirements is ongoing and further details will be published at a later stage.

Previous Consultations

Between January and February 2016, the Council consulted on the first stage of the new Local Plan through an 'Issues and Options' document. This set out the present challenges and predicted growth to be accommodated within Medway over the plan period (2012-35).

The consultation found infrastructure to be a key concern for residents and businesses within the area. In particular, health, transport and education were seen as the key concerns. There were specific concerns relating to the location of healthcare provision in relation to existing and future residents and the high levels of traffic congestion experienced across the road network. The detail of this is outlined within the Issue and Options Consultation Responses Report 2017.⁴

⁴ Issues and Options Consultation Responses Report 2017

Medway's Existing Infrastructure Provision

Introduction

The following information is an assessment of the existing level of infrastructure and present deficits within Medway. It reflects the position as of 2016 and notes if there are any planned works relating to each infrastructure category. It does not address any deficits or needs arising from predicted growth emerging in the Local Plan development strategy and supporting evidence base work.

It has been produced through an analysis of the plans and programmes of infrastructure organisations and stakeholders that provide services and facilities within Medway. The audit will help the Council to identify any significant problems or issues and address these in planning for the area's future growth.

Transport

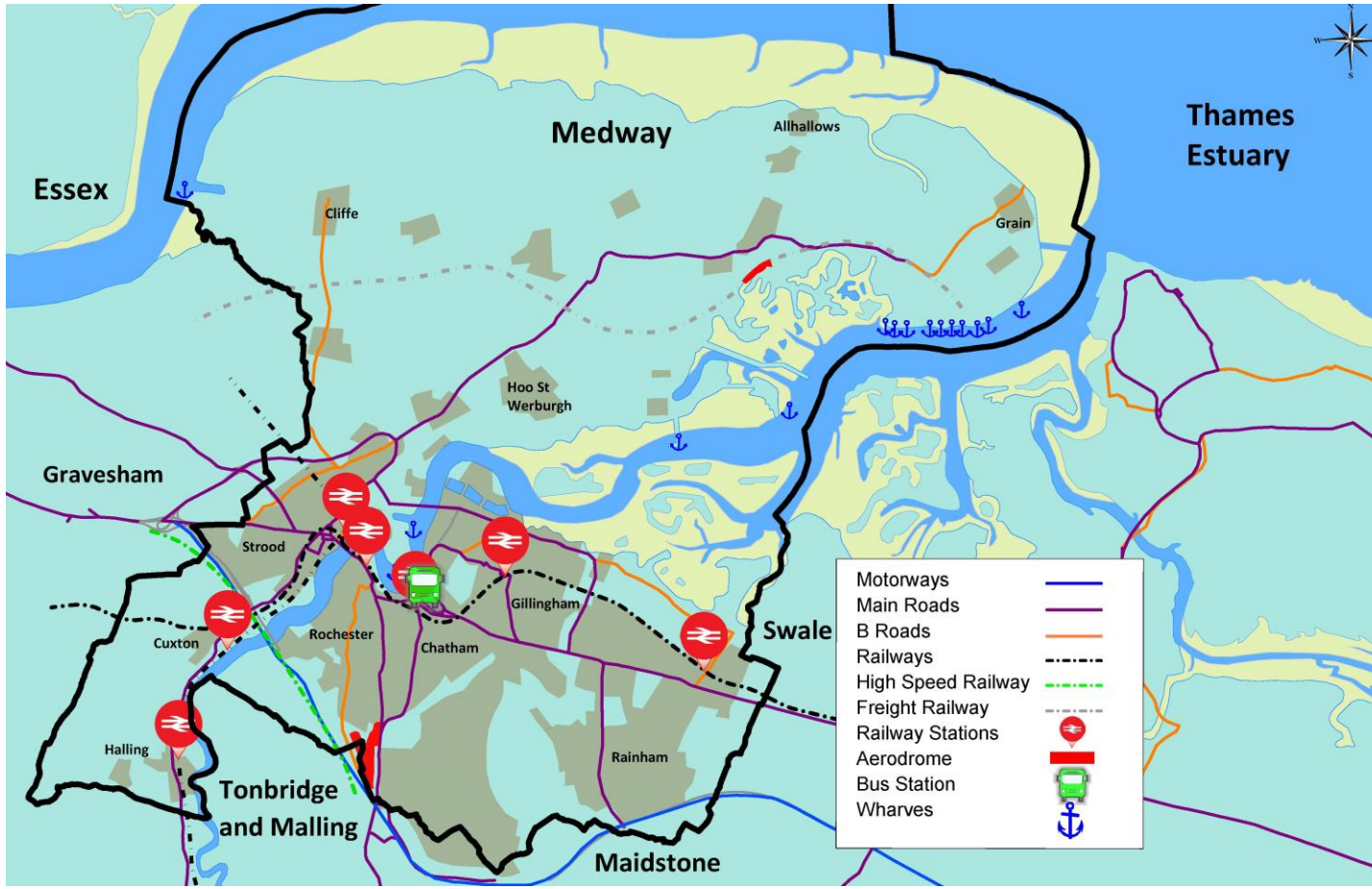


Figure 2. Transport Context in Medway

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Transport					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
Road Network	<p>Local Network - Medway Council is responsible for over 730km of road, including the A and B roads and the Medway Tunnel</p> <p>Strategic Network - The M2/A2 trunk road is managed by Highways England.</p> <p>Four junctions of the M2, although J1 and J3 lie just outside of the</p>	<p>Local Road Network - Congestion is noted on the local network, especially: A228, A229, A289 & A2</p> <p>Strategic Road Network – Highways England Route Strategy 2015 identified M2 junction 3 may have capacity issues.</p>	<p>Local Road Network – Four Elms Roundabout improvements (A289) application received 2016.</p> <p>Strood town centre improvements, including traffic redirection</p> <p>Strategic Road Network – The Highways England</p>	<ul style="list-style-type: none"> • Medway Council Integrated Transport • Highways England • Kent County Council Highways 	<ul style="list-style-type: none"> • Highways England - Road Investment Strategy 2015-2020 (2015) • Highways England – Kent Corridors to M25 Route Strategy (2015) • Medway Local Transport Plan 2011-2026 • Medway LTP Implementation Plan (2011) • Strategic Transport Modelling⁵

⁵ The new Strategic Transport Model (STM) will assess the cumulative impact of new development to 2035, in line with the new Local Plan period. The STM will also be used to:

- demonstrate traffic demand as a result of new development;
- test possible mitigation strategies;
- undertake operational modelling of the highway network; and
- assess the associated emissions within the Air Quality Management Areas.

The STM will require ongoing refinements based on schemes in the pipeline, in particular the proposed Lower Thames Crossing and initially be developed at the macro level. Further development at the micro level will enable detailed, site specific assessments, along with the identification of possible mitigation strategies.

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Transport					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	Council's area.		<p>Route Strategy identified that there are no planned improvements in Medway. M2 junction 5 has some planned improvements.</p> <p>Lower Thames Crossing is proposed between Thurrock and Gravesham</p>		<ul style="list-style-type: none"> Local Transport Plan for Kent 2011-16 (Kent County Council)
Rail	The 5 urban stations (Rainham, Gillingham, Chatham, Rochester and Strood) offer regular services to several London terminals, including domestic High Speed services. Rochester and Gillingham Stations	Capacity issues identified across the rail network within Medway.	<p>Platform extensions to accommodate 12 car trains at the following stations:</p> <ul style="list-style-type: none"> -Strood -Rochester -Signal upgrades between Rainham 	<ul style="list-style-type: none"> Network Rail South Eastern Railways DB Cargo UK Fastline Freight Ltd Freightliner Ltd 	<ul style="list-style-type: none"> Network Rail – Kent Route Strategy 2016 South Eastern Railways – Performance charts

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Transport					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	<p>have recently undergone improvement works – Rochester Station has been moved to allow for larger trains to access it and to be more centrally located.</p> <p>The stations at Cuxton and Halling villages are on a secondary line linking Strood with Maidstone and Tonbridge. There is also a single-track freight line on the Hoo Peninsula.</p>		and Strood and track upgrades between Gillingham and Rochester		
Bus	<p>The waterfront bus station at Chatham is the main interchange for bus services within Medway and linking to neighbouring areas.</p> <p>Medway is also served by several private commuter coaches to</p>	Bus routes and frequency of services are lacking on the Hoo Peninsula, Medway Valley and parts of the urban area	No planned improvements to the network	<ul style="list-style-type: none"> • Arriva • Medway Norse • Nu-Venture • National Express • King’s Ferry • Clarkes Coaches • Medway Council Integrated Transport 	<ul style="list-style-type: none"> • Arriva Bus Routes Map and Timetable • Public transport timetables

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Transport					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	London.				
Cycling	<p>Medway has 116km of cycle routes within the authority; these are both national and local.</p> <p>There are 5 national cycle routes through the authority (1, 17,177, 178 & 179). These connect Medway to neighbouring areas and the wider national cycle network.</p>	<p>There are noted areas of deficiency in the network due to a lack of physical network coverage, including in following locations: Hoo Peninsula, Cuxton and Halling.</p> <p>Between 2009-14 cycle journeys increased by 17%.</p>	<p>Enhanced cycle storage provision at Medway railway stations</p> <p>Further development work to review cycling network across urban and rural Medway.</p>	<ul style="list-style-type: none"> Medway Council Integrated Transport 	<ul style="list-style-type: none"> Medway Council GIS database Medway Council Cycle Strategy 2016
River Transport	<p>No passenger services currently operate on the River Medway, but some leisure operators.</p> <p>Commodore's Hard at Gillingham is the only all-tide publically accessible slipway.</p> <p>Thamesport is a major international gateway for freight.</p>	<p>Port traffic to the Medway ports has declined 2005-2015.</p>	<p>No planned works</p>		<ul style="list-style-type: none"> Department for Transport Port Data (2016)

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Transport					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	In total there are 21 wharves in Medway & two port facilities				
Aviation	<p>There are two aviation facilities within Medway (Rochester and Stoke)</p> <p>Rochester Airport currently consists of two grass runways (and a relief runway), and is subject to airspace safeguarding by the Council.</p>		Rochester Airport redevelopment as outlined in the Rochester Airport Masterplan	<ul style="list-style-type: none"> • Rochester Airport Ltd • Stoke Microlights • Civil Aviation Authority 	

Green Infrastructure & Sport

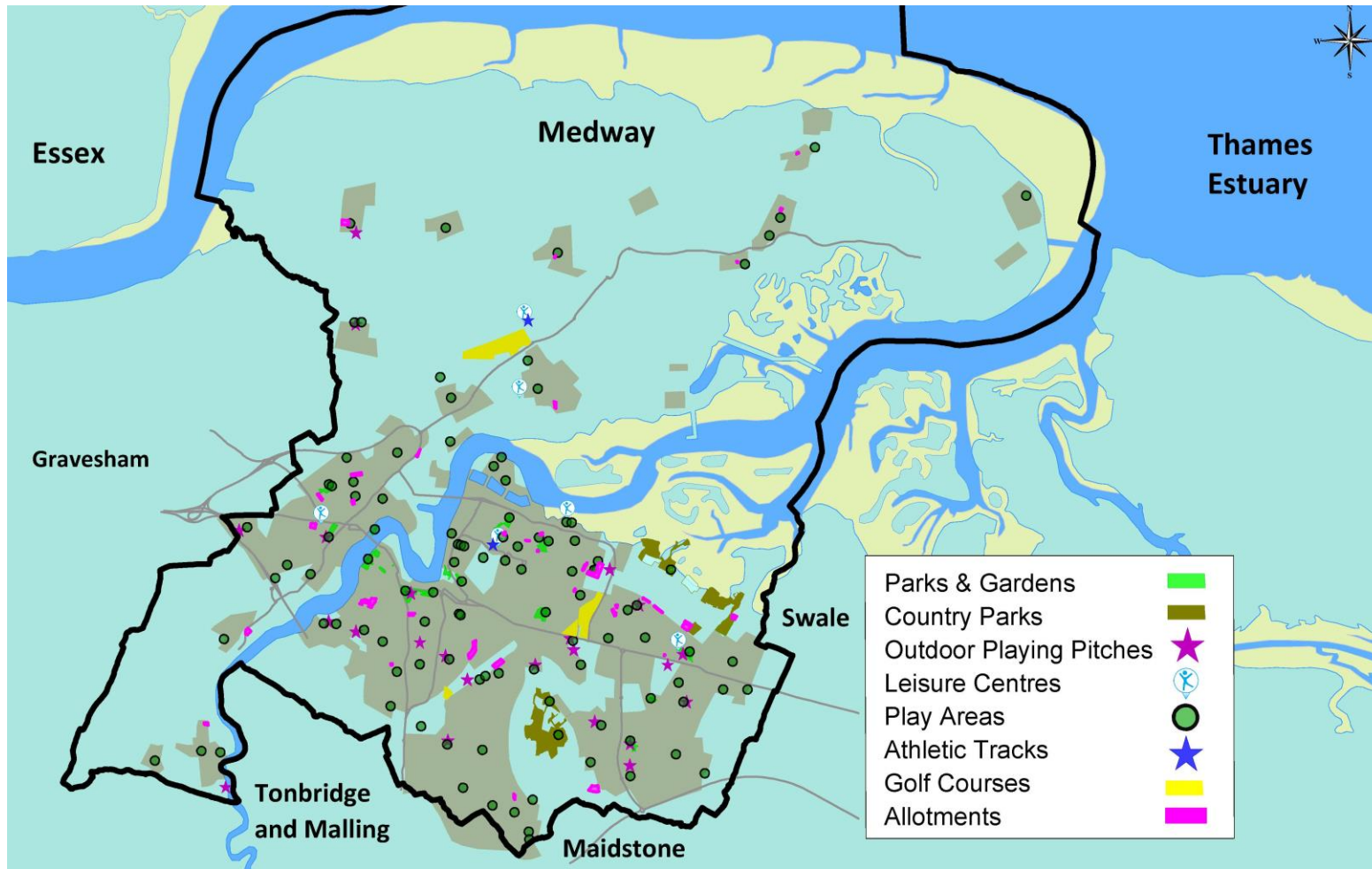


Figure 3. Green Infrastructure & Sport Context Medway

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Green Infrastructure & Sport					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
Parks, gardens and play areas	<p>There are 22 parks in Medway (including 2 Country Parks) and 7 of these have been awarded Green Flag status (Capstone CP, Riverside CP, Broomhill Park, Hillyfields Community Park, Gillingham Park, Great Lines Heritage Park and The Vines). Ranscombe Farm Nature Reserve</p> <p>Medway has 107 equipped play areas with 14 open access multi use games areas.</p>	<p>Existing deficit of 9.67ha for equipped play areas.</p> <p>There is a surplus in provision in the following:</p> <ul style="list-style-type: none"> • 79.21ha parks • 9.34ha Amenity greenspace 486.45ha natural greenspace 	<p>Ongoing upgrading works through S.106</p> <p>Ward Open Space Improvement Plan</p> <p>Great Lines Heritage Park</p>	<ul style="list-style-type: none"> • Medway Council Green Spaces • Medway Council Sports • Parish Councils • Plantlife 	<ul style="list-style-type: none"> • Medway Open Space PPG17 Study (June 2012)
Allotments	<p>There are 37 allotment sites with 1402 plots in total, including parish council sites.</p>	<p>Distribution of allotments is uneven. Lower levels of provision are noticeable in areas such as</p>	<ul style="list-style-type: none"> • Medway Council Green Spaces Strategy 	<ul style="list-style-type: none"> • Medway Council Green Spaces • Parish Councils 	<ul style="list-style-type: none"> • Medway Open Space PPG17 Study (June 2012)

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Green Infrastructure & Sport					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
		Lordswood, Parkwood and Hempstead. Existing deficit of 16.44ha of allotments			
Public Rights of Way (PROW)	Medway has over 186 miles (300km) of PROWs. The vast majority of these are footpaths, but also includes bridleways (for pedestrians, cyclists and horse-riders), byways (for all traffic, sometimes including mechanically propelled vehicles) and roads used as a public path. The greatest length is located in the rural areas.	Areas of deficiency across the authority in both the urban and rural areas, and to address 'gaps' in the network.	England Coastal Path – being delivered through Natural England	<ul style="list-style-type: none"> • Medway Council Highways Authority 	<ul style="list-style-type: none"> • Medway's Public Rights of Way Improvement Plan 2007-17 • Marine and Coastal Access Act
Outdoor playing pitches	This includes 9 bowling greens, and 8 artificial turf pitches, which are floodlit. Many of the pitches are located on schools sites, where public	Existing deficiency of 51.57ha outdoor sports pitches / provision	Sport and Leisure Facility Strategy for Medway – currently in development. Implementation dates to be	<ul style="list-style-type: none"> • Medway Council Sports • Sport England • Private sports clubs 	<ul style="list-style-type: none"> • Medway Open Space PPG17 Study (June 2012) • Medway Council Playing Pitch and Outdoor Sports Facilities Study

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Green Infrastructure & Sport					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	access is either not possible, or is available on an informal basis with no ongoing security.		updated.		(2012) <ul style="list-style-type: none"> • Sport England – Active Places Power Measure: Number of sports facilities by facility type (2015)
Indoor Sports Facilities	Medway has 23 swimming pools (21 public access and 2 private access) and 8 public leisure centres, including the King's Sports Centre, which has an agreement for public use. Sports halls are often located on school premises where public access is restricted or not assured.	<p>Sports Halls – At present a 9.27 court surplus has been identified in Medway (Sport England – Facilities Planning Model 2014)</p> <p>Swimming Pools - At present there is a deficit of 558 sq.m of swimming pool provision in Medway (Sport England – Facilities Planning Model 2014)</p>	Sport and Leisure Facility Strategy for Medway – currently in development. Implementation dates to be confirmed.	<ul style="list-style-type: none"> • Medway Council Sports • Sport England • Private operators 	<ul style="list-style-type: none"> • Sport England Active Places • Sport England Active People • Sport England – Facilities Planning Model 2014 • Sport England – Active Places Power Measure: Number of sports facilities by facility type (2015)

Education

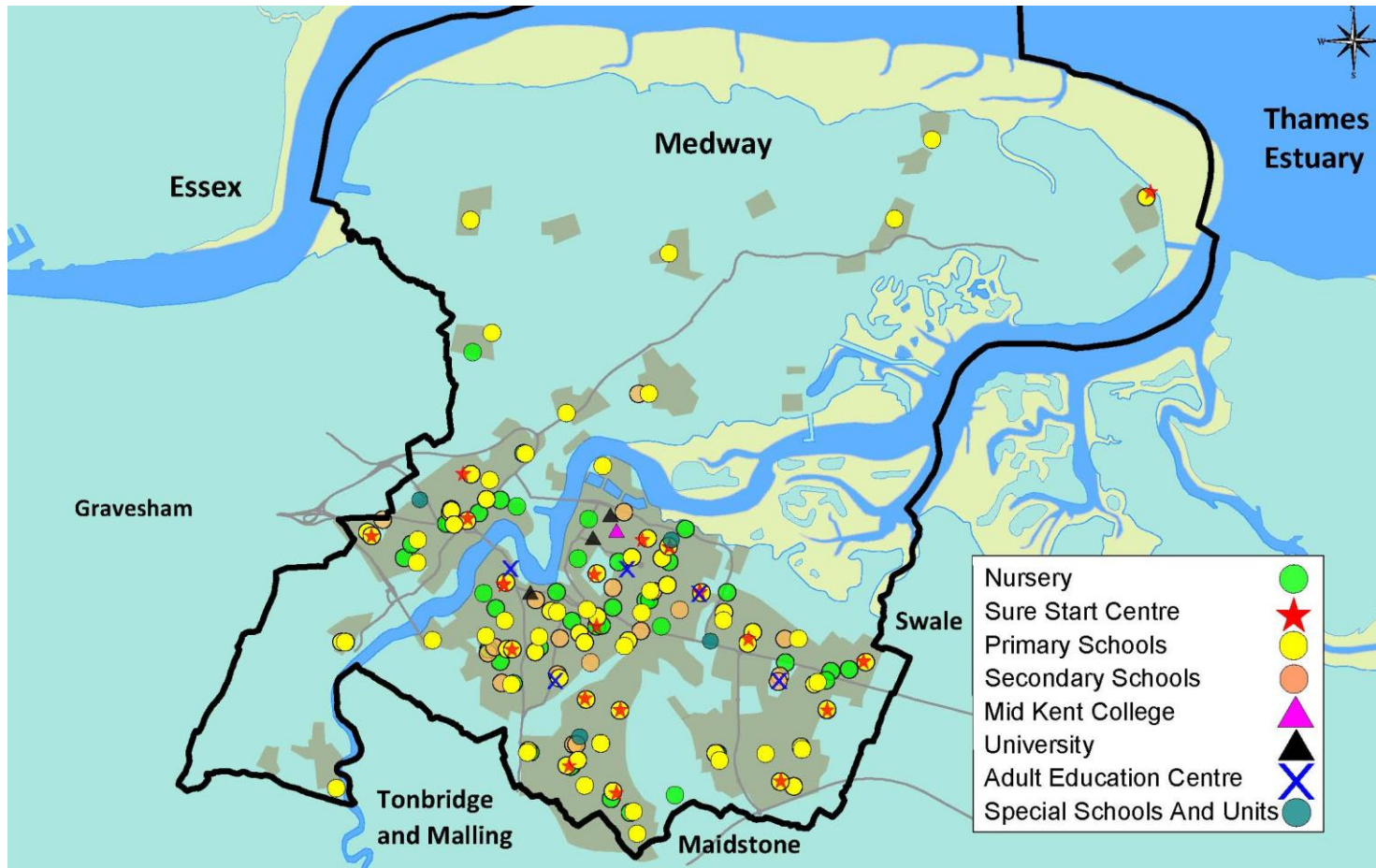


Figure 4. Education Infrastructure Context in Medway

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Education					
Infrastructure	Existing Provision	Need/Deficiency	Planned Works	Key Organisations	Evidence Base
Early Years	Early year's provision is supplied through day nurseries and pre-schools. There are presently 35 day nurseries and 60 pre-schools in Medway (2016).	There is a need for more nurseries in disadvantaged areas of Medway (Chatham Central, Luton and Wayfield)	No planned works at present	<ul style="list-style-type: none"> • Medway Council Early Years • Private Day Nurseries • Schools • Charities 	<ul style="list-style-type: none"> • Medway Council Children and Adult's Services
Primary Education	<p>There are 78 primary schools in Medway (2016). These include:</p> <ul style="list-style-type: none"> • 30 academies • 48 voluntary controlled, state aided and community controlled. • In addition there is 1 primary school dedicated to those with special needs and one all through school dealing with children with special needs. 	<p>The following areas have need for expanded Primary educational facilities:</p> <ul style="list-style-type: none"> • Eastern Strood /Western Peninsula area (2 Form Entry school) • Rainham/ East Gillingham (1FE school) • St Mary's Island/Docks area (1FE school) 	A new Primary School is being developed at Hoo St Werburgh and one has been included as a part of the Rochester Riverside development	<ul style="list-style-type: none"> • Medway Council • Academy Trusts • Free Schools 	<ul style="list-style-type: none"> • Medway Council Children and Adult's Services

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Education					
Infrastructure	Existing Provision	Need/Deficiency	Planned Works	Key Organisations	Evidence Base
Secondary Education	<p>Within Medway there are 20 Secondary schools (2016) including:</p> <ul style="list-style-type: none"> • 19 are academies • 1 is state aided • 3 of the schools are secondary special schools 	<p>The following areas have need for expanded secondary school facilities:</p> <ul style="list-style-type: none"> • Gillingham/Rainham - One secondary school 5FE • Strood - One secondary school 4/5FE 	<p>No planned works at present</p>	<ul style="list-style-type: none"> • Medway Council • Academies • Free Schools 	<ul style="list-style-type: none"> • Medway Council Children and Adult's Services
Further/Higher Education	<p>Within Medway there are 12 further and higher education facilities:</p> <ul style="list-style-type: none"> • 1 College FE (Mid-Kent College) • 4 Higher Education establishments (Greenwich University, University of Kent, Canterbury Christchurch University and the University of the Creative Arts, Rochester) • 7 Adult Education 	<p>No deficiencies identified</p>	<p>Potential planned expansion of the Medway campus to increase capacity</p>	<ul style="list-style-type: none"> • Medway University Technical College • Mid Kent College • University of Greenwich • University of Kent • Canterbury Christchurch University • University of the Creative Arts • Medway Council Adult Services 	<ul style="list-style-type: none"> • University of Kent – University Plan 2015-2020

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Education					
Infrastructure	Existing Provision	Need/Deficiency	Planned Works	Key Organisations	Evidence Base
	Centres • 1 University Technical College				

Health & Social Care

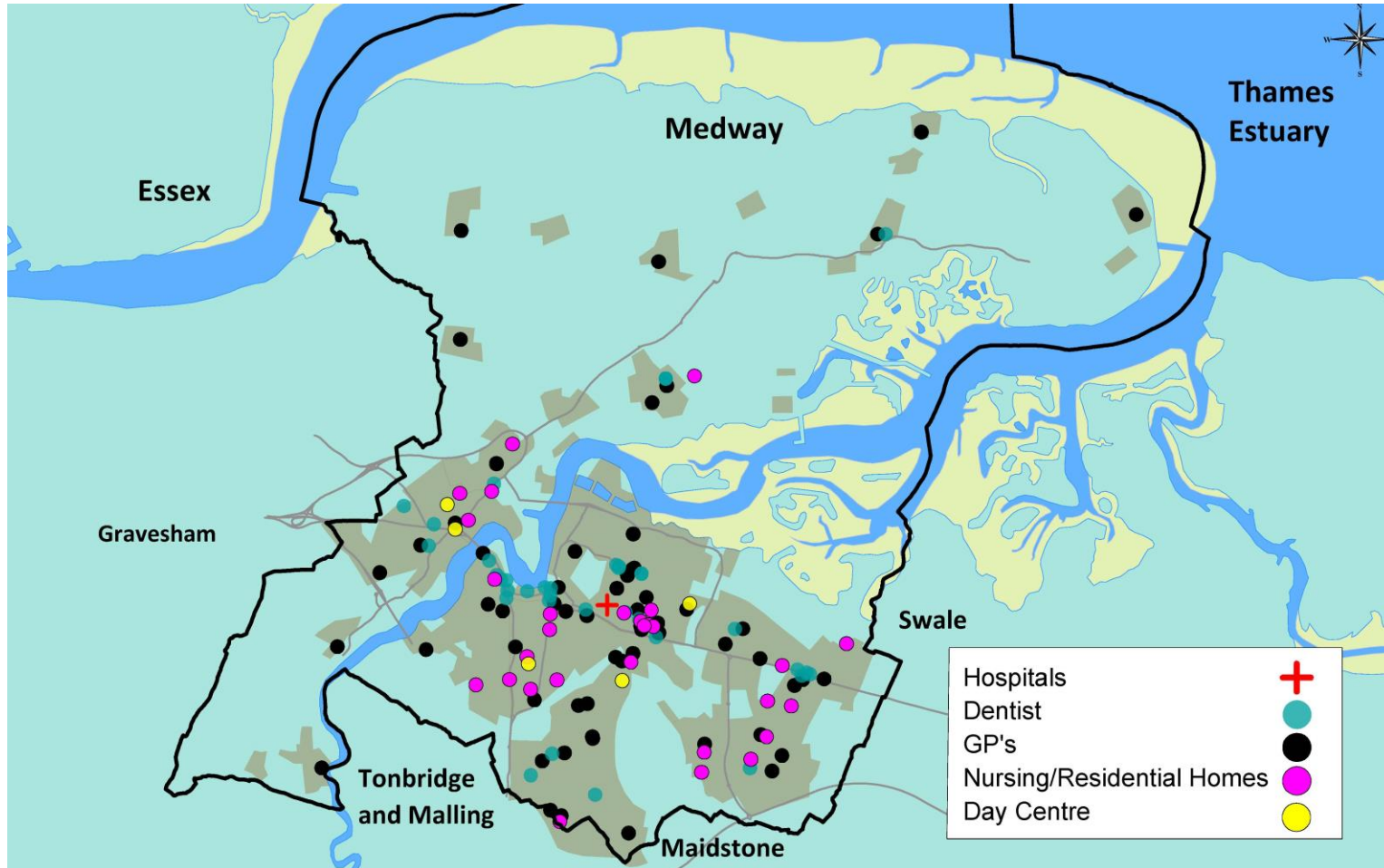


Figure 5. Health & Social Care Infrastructure in Medway

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Health & Social Care					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
GPs & health centres	<p>The 72 GP practices with a total of 156 GPs, serving a registered patient population of 291,276. This equates to 1,627 patients per GP. This is higher than the national benchmark of 1,365 patients per GP.</p> <p>There is also an out-of-hours service provided by MedOCC from sites in Chatham Maritime, Rochester and Gillingham. Some of the GP practices are co-located with</p>	<p>Generally there is perceived to be a shortfall of 30 GPs in order to meet the national average GP to patient ratio.</p> <p>There is a recognised issue with a cohort of GPs approaching retirement and a need to address workforce planning.</p>	<p>Plans seek a more coordinated approach in the community.</p>	<ul style="list-style-type: none"> • Medway Clinical Commissioning Group 	<ul style="list-style-type: none"> • Medway CCG Annual Report 15/16 • Medway Health & Well Being Strategy 2012-2017 • Health & Social Care Information Centre – General and Personal Medical Services In England 2005-15 • Kent and Medway Partnerships Estates Strategy 2015-2020 • Medway Pharmaceutical Needs Assessment 2015

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Health & Social Care					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	healthy living centres providing a wider range of services.				
Dentists	In total there are 35 dentist practices in Medway.	No information on deficiency identified. Recognised issue in access to NHS dental services.	No planned works	<ul style="list-style-type: none"> NHS England 	<ul style="list-style-type: none"> NHS Guide for Commissioning Dental Specialities
Hospitals	1 hospital (Medway Maritime). This provides services to Swale District and Medway	<p>Bed occupation – day and overnight is above the national average (NHS England Bed Occupation – August 2016)</p> <p>Overnight occupation: 90.5% -Medway Maritime Trust and England 88.2%</p> <p>Day time occupation : 100% Medway Maritime Trust and 86.3% England</p> <p>Bed numbers - The latest statistics on bed</p>	No planned capital projects in Medway 2015-2020 (Kent and Medway Partnership Trust Estates Strategy 2015-2020)	<ul style="list-style-type: none"> Medway NHS Foundation Trust 	<ul style="list-style-type: none"> Kent and Medway Partnership Trust Estates Strategy 2015-2020 NHS 5 Year Forward View 2014 Kent & Medway Sustainability and Transformation Plan (2016)

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Health & Social Care					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
		<p>numbers suggest there is a deficiency in overnight and day time beds compared to the national average (NHS Bed Occupation – August 2016)</p> <p>Overnight – 1 bed per 506 people in Medway (England 1 per 419)</p> <p>Day – 1 bed per 19,571 people in Medway (England 1 per 4,375)</p>			
Nursing/Residential Homes/ Supported Living	There are 82 nursing/residential/ supported living homes in Medway at present	At present there is a limited provision of accommodation on the Peninsula	No planned works	<ul style="list-style-type: none"> • Medway Council Children & Adult Services • Medway Council Public Health • Private providers 	<ul style="list-style-type: none"> • CQC Registered Providers List and Medway Council Children and Adults

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Emergency Services



Figure 6. Emergency Services Infrastructure in Medway

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Emergency Services					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Infrastructure Provider	Evidence Base
Police	1 Police Station (Gillingham) and one contact point (Rainham)	<p>The total population per officer is slightly higher in Kent and Medway than in the rest of England (statistics from ONS and House of Commons Library 2015).</p> <ul style="list-style-type: none"> • England 462 persons per officer • Kent & Medway 485 persons per officer 	No planned works	<ul style="list-style-type: none"> • Kent Police 	<ul style="list-style-type: none"> • Kent Police
Prisons	<p>1 prison (Rochester Prison). In June 2011 Rochester became a dual purpose site catering for Young Offenders and Adult Cat C offenders</p> <p>There is capacity for 754 inmates.</p>	In 2016 Rochester Prison was 96.8% full	No planned works	<ul style="list-style-type: none"> • Ministry of Justice 	<ul style="list-style-type: none"> • House of Common Library – Prison Population Statistics (2016)

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Fire	There are 7 fire stations in Medway (Grain, Hoo, Cliffe, Strood, Rochester, Medway and Rainham)	Demand for the fire service has dropped in recent years (2011-14)	Rochester Fire Station – new development	<ul style="list-style-type: none"> • Kent Fire & Rescue Service 	<ul style="list-style-type: none"> • KFRS - Review of Emergency Response Provision: Medway Cluster - Operational Activity Analysis (2015-16) • KFRS – website (2016)
Ambulance	There are two ambulance points in Medway. One Ambulance Station which is a start and end point for staff at Star Hill, Chatham and an Ambulance Community Response Post (a base with facilities between calls) at the Strood Civic Centre Site.	None identified	The South East Coast Trust is undergoing a reorganisation to the ‘Make Ready’ programme to rationalise its Ambulance station estate. There are no published changes to the stations in Medway at the present time.	<ul style="list-style-type: none"> • South East Coast Ambulance Service 	<ul style="list-style-type: none"> • SE Coast Ambulance Service – Operational Plan Document 2015-16 • SE Coast Ambulance Service – Strategic Plan Summary 2014-19

Community Infrastructure

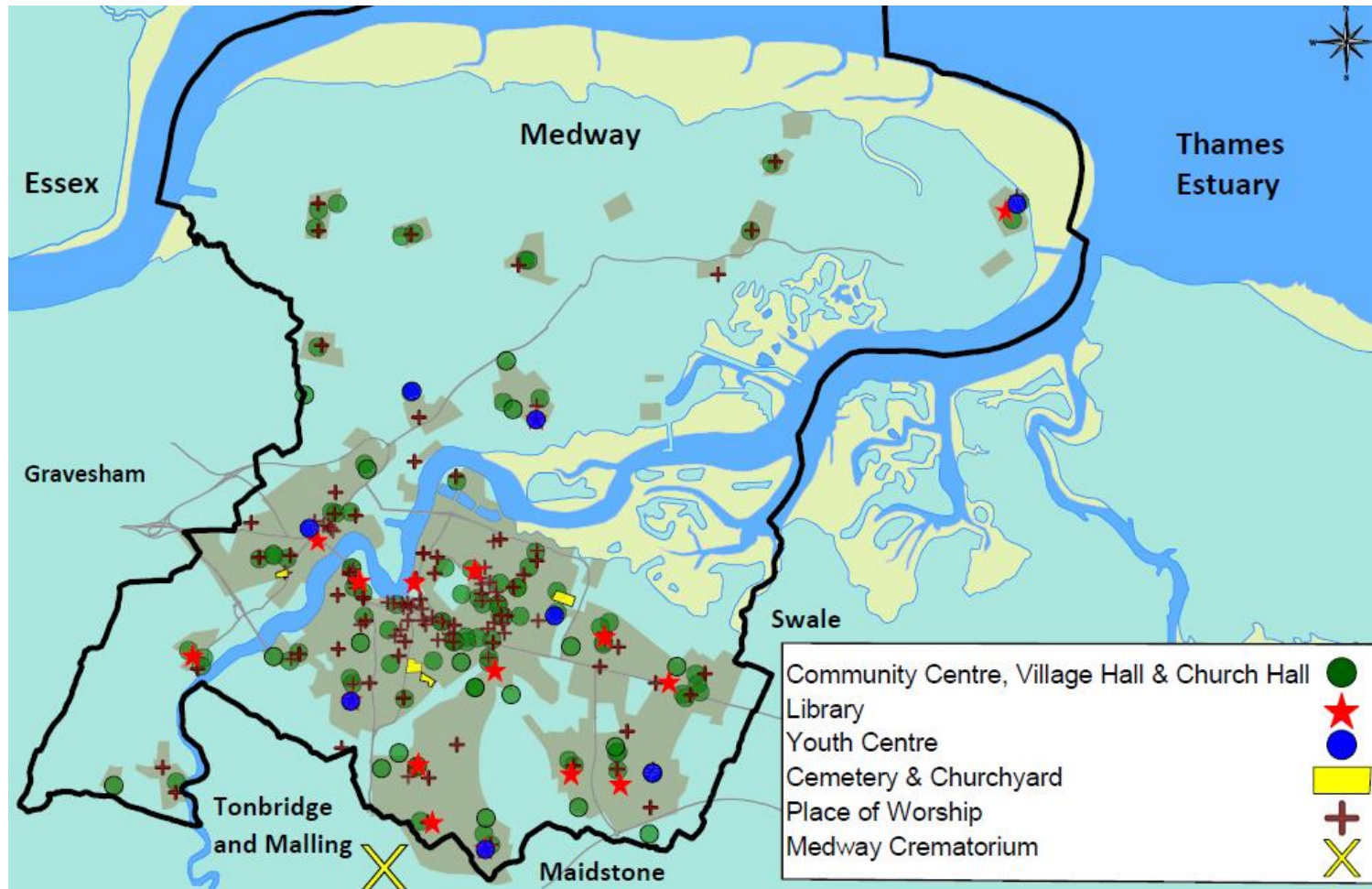


Figure 7. Community Infrastructure in Medway

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Community Infrastructure					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
Community Centres & village halls	Four of the community centres shown are operated by Medway Council: Chattenden, Hook Meadow, White Road and Woodside. Village halls are largely run by charitable management committees. There are also others, run mainly by voluntary sector organisations, such as scout halls, which are not shown here.	Ongoing issues with maintaining and upgrading facilities	No current plans	Medway Council Community Associations Village Hall Management Committees	<ul style="list-style-type: none"> • Medway Council • Medway Council Village Infrastructure Audit
Libraries	In total Medway Council operates 16 libraries across the authority. In addition to the libraries shown, Medway Council operates a mobile		No current plans	<ul style="list-style-type: none"> • Medway Council 	<ul style="list-style-type: none"> • Medway Council

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Community Infrastructure					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	library service, and eBooks and eAudiobooks can be borrowed direct from the online catalogue.				
Places of Worship	There are 68 places of worship in Medway. The majority of these are Christian (65); however there are two Sikh temples and 1 Islamic mosque.	No current evidence at the present time	Population changes	<ul style="list-style-type: none"> Religious organisations 	<ul style="list-style-type: none"> Medway Council Geographical Information Systems Database
Youth Centres	There are currently 5 permanent youth centres in Medway (Strood Youth Centre, Woodies Youth Centre (Rochester), Lordswood Youth Centre, Woodlands Youth Centre (Gillingham), Parkwood Youth Centre)	No current evidence at the present time	No planned works	<ul style="list-style-type: none"> Medway Council Youth Service Voluntary organisations 	<ul style="list-style-type: none"> Medway Council Youth Service

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Community Infrastructure					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	<p>(Rainham).</p> <p>In addition there are 5 facilities that are used to deliver services, but are shared spaces (Hoo Library, Grain Football Club, Chattenden Community Centre, All Saints Community Church and Luton Junior School).</p> <p>Voluntary youth groups meet in range of community buildings across Medway.</p>				
Cemeteries and crematorium	<p>Only cemeteries and churchyards open to burial are shown on the map. Medway Council operates 4 cemeteries. Medway Crematorium is also</p>	None identified	No planned works	<ul style="list-style-type: none"> Medway Council Bereavement & Registration Services 	<ul style="list-style-type: none"> Medway Council Bereavement & Registration Services

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Community Infrastructure					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	Council-run but is located just outside of the Local Authority area.				
Community Hubs	There are 6 community hubs in Medway (Strood, Rochester, Chatham, Rainham and 2 in Gillingham)	None identified	No planned works	<ul style="list-style-type: none"> Medway Council RCET Directorate 	<ul style="list-style-type: none"> Medway Council Geographical Information System Database

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Utilities

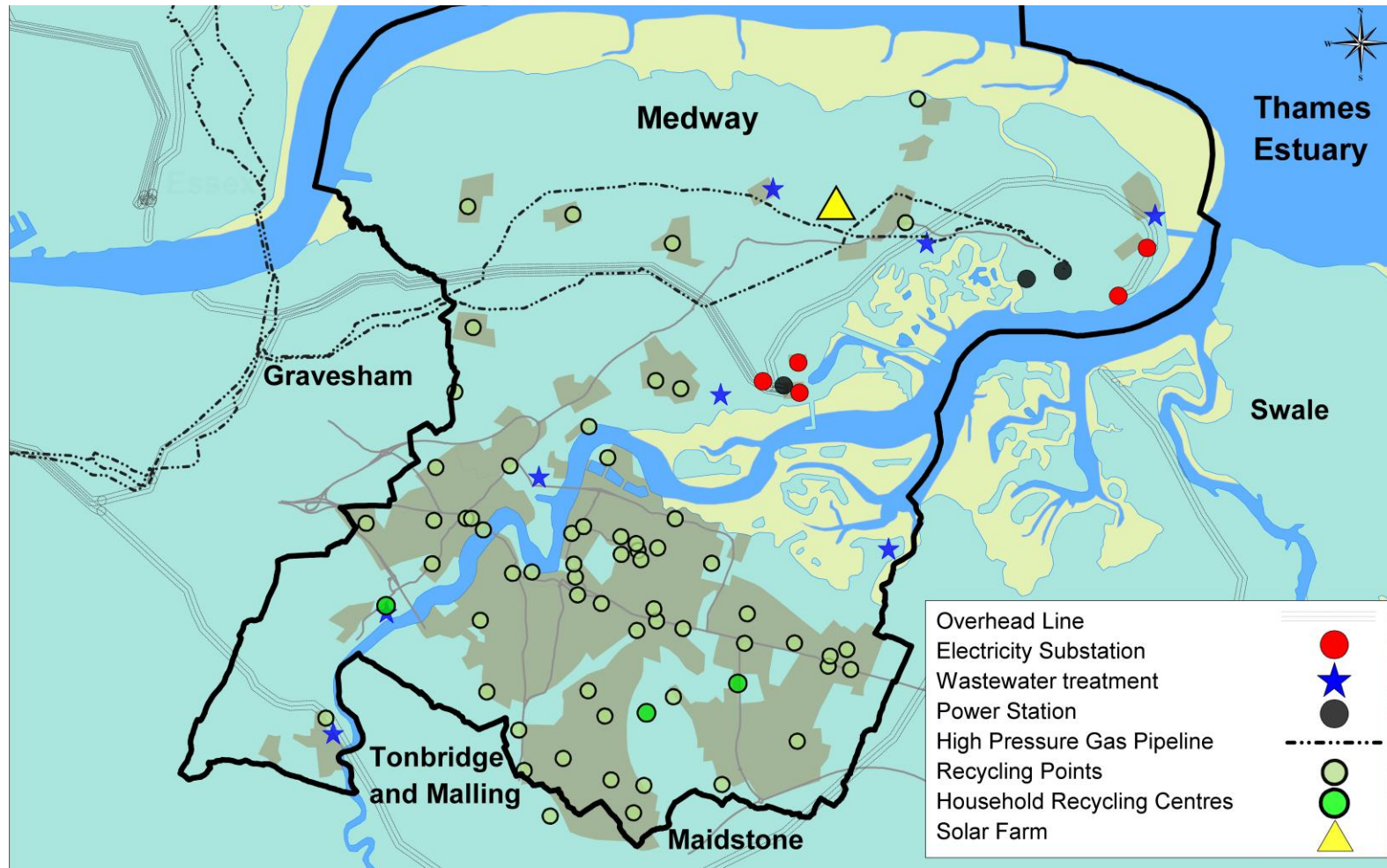


Figure 8. Utilities Infrastructure in Medway

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Utilities					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
Electricity	<p>There are 2 power stations in Medway: Grain and Kingsnorth.</p> <p>The station at Grain is a gas power station and the one in Kingsnorth is CCGT.</p> <p>There is one Solar Farm (Malmaynes Hall Farm).</p>	None identified at present time	No information identified.	<ul style="list-style-type: none"> • National Grid • UK Power Networks 	<ul style="list-style-type: none"> • National Grid – Electricity 10 Year Statement • UK Power Networks – SE Network Summary • UK Power Networks – SE Detailed Information • UK Power Networks – SE Development Proposals • UK Power Networks – SE Network Area Overview • UK Power Networks – SE Data Tables
Gas	There is a LNG import and processing station at Grain and a high-pressure gas pipeline running across the Hoo Peninsula transferring	After a review of the Long Term Development Statement and Demand Forecasting Statement 2015 there were no	No planned works	<ul style="list-style-type: none"> • National Grid • Southern Gas Networks (SGN) 	<ul style="list-style-type: none"> • National Grid – Gas 10 Year Statement • National Grid – Gas High Pressure Pipeline Plan • SGN – Company

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Utilities					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	<p>gas from here into the national supply system.</p> <p>SGN manages the gas network across Medway and has several pieces of infrastructure within the authority. This includes 3 pressure reduction stations.</p>	<p>pressures on the network identified.</p>			<p>Strategy 2016-17</p> <ul style="list-style-type: none"> • SGN – Demand Forecasting Document 2015 • SGN – Long-term Development Statement 2015
Water supply	<p>Two water companies operate within Medway - Southern Water providing the supply to the majority of the area and South East Water supplying Halling.</p> <p>There is 1 surface water source in Medway and the remaining 84 are groundwater sources. In total 75% of the</p>	<p>Medway is in an area of severe water stress.</p> <p>The baseline work identifies a balanced supply until 2021-22; from then until 2040 there is perceived to be a deficit (supply will drop and demand will gradually increase) (WRMP 2015).</p>	<p>April 2017 commercial water supply will be separated from Southern Water, but Southern Water will maintain household supply.</p> <p>Engagement on a new business plan has started in 2016 for 2020-25.</p> <p>Aylesford Water</p>	<ul style="list-style-type: none"> • Southern Water • South East Water • Environment Agency 	<ul style="list-style-type: none"> • Southern Water - Water Resources Management Plan 2015-40 • Meeting with Southern Water Nov 2016 • Environment Agency – Water Stressed Areas (2013)

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Utilities					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	<p>water supply in Medway is from ground water and 25% from rivers.</p> <p>Reservoirs outside of Medway (Bewl Water) also contribute to local water supply.</p>		Re-use Scheme present to 2022.		
Waste Water Treatment	Waste Water within Medway is treated by Southern Water at 8 locations across Medway.	Further assessment required to determine capacity to meet potential growth in Medway and Gravesham.	<p>Southern Water have identified 3 projects:</p> <ul style="list-style-type: none"> • Reduce sewer flooding by 25% • Reduce incidents to 2,070 by 2020 • No increase in outside sewer flooding occurrences <p>A Drainage Area Plan for Medway is in the process of</p>	<ul style="list-style-type: none"> • Southern Water 	<ul style="list-style-type: none"> • Southern Water – Five Year Business Plan 2015-20 • Meeting with Southern Water Nov. 2016 • Southern Water Drainage Strategy

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Utilities					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
			<p>being developed.</p> <p>Over the period 2015-2020 a total of 224 kilometres of sewers will be refurbished.</p>		
Waste Services	<p>Medway Council's householder waste services are run under contract by private companies. Final disposal (for energy, composting, recycling and to landfill) takes place outside of the Medway area, although there is significant processing and transfer capacity in Medway's industrial estates.</p> <p>There are 31 waste sites across Medway</p>	<p>Latest statistics indicated that Medway manages more waste than it produces.</p> <p>Wider cross boundary issues for consideration, including pressure on land fill disposal sites.</p>	No planned works	<ul style="list-style-type: none"> • Medway Council Waste Services • Veolia 	<ul style="list-style-type: none"> • Medway Council Waste Services • Environment Agency Waste Interrogator

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Utilities					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
	processing a range of hazardous and non-hazardous wastes. Medway Council has 3 household waste and recycling sites.				

Telecommunications

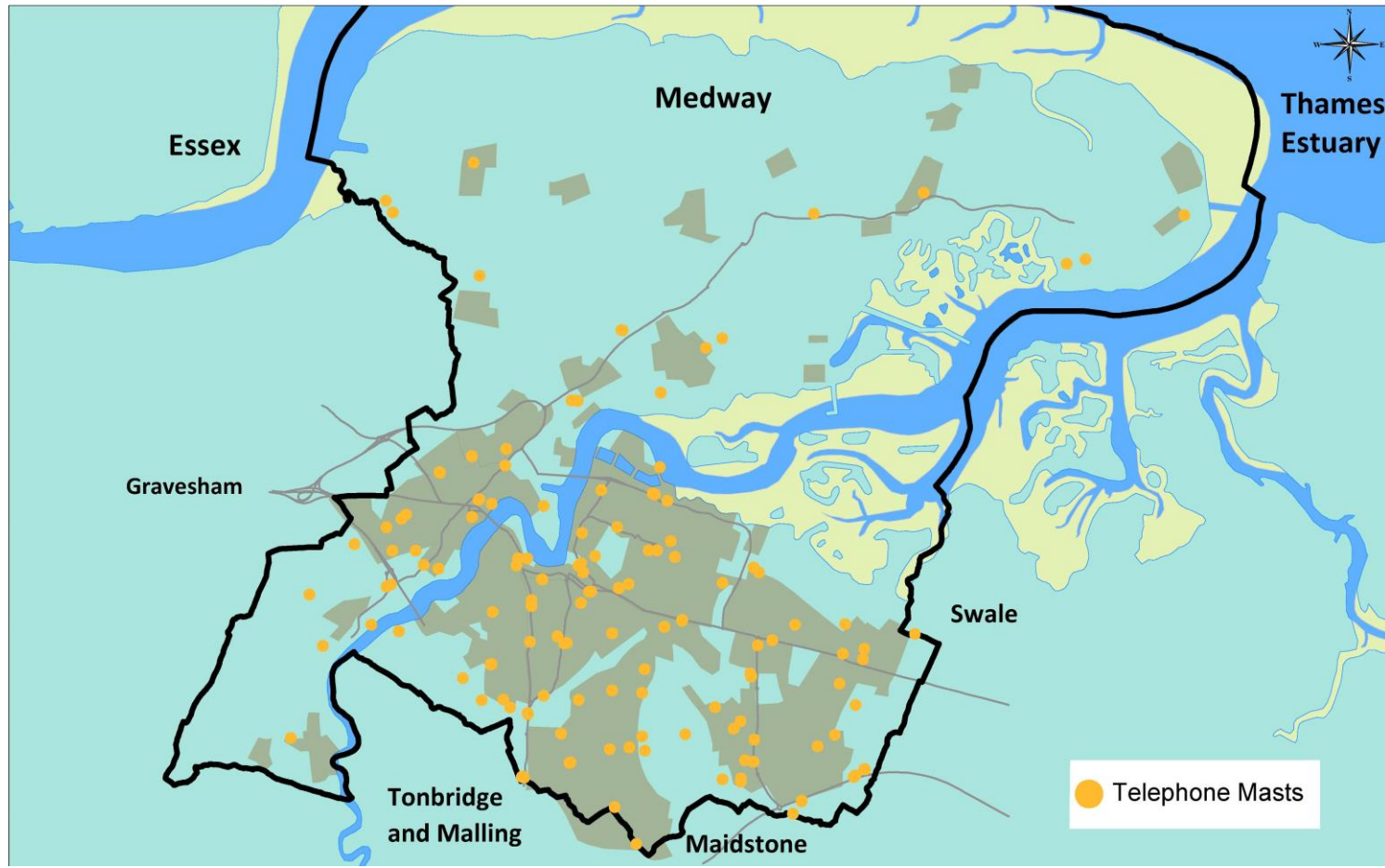


Figure 9. Telecommunications Infrastructure in Medway

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Telecommunications					
Infrastructure	Existing Provision	Need/Deficiency	Planned works	Key Organisations	Evidence Base
Broadband	<p>Medway Council is working with Kent County Council and BT Openreach to roll out superfast broadband across both areas and to provide minimum speeds of 2mbps. The first phase of the roll out sought to provide superfast broadband to at least 91% of premises across Kent by the end of 2015.</p> <p>Medway has 4 main exchanges for the provision of broadband and telecommunications (Chatham, Strood, Gillingham & Rainham)</p> <p>There are 2 exchanges serving Medway, which lie outside it (Shorne and Blue Bell Hill)</p>	<p>There are a number of peripheral and employment areas where investment is needed in Medway</p>	<p>KCC are leading on UK Broadband Delivery UK project and will shortly commence contract 2 (2016-2018). This is set to tackle the more remote areas that are not being catered for by the commercial industry and it aims to achieve 95.7% broadband coverage</p>	<ul style="list-style-type: none"> • KCC Broadband Delivery • BT Openreach • Virgin Media • Vfast wireless • Call Flow Solutions • Gigaclear 	<ul style="list-style-type: none"> • KCC Broadband Delivery Team (Aug.16) • Ofcom – Mobile Coverage Map (2016) • Which.co.uk – Mobile Phone Coverage (2016)

Strategic Infrastructure

Infrastructure is a strategic matter extending beyond administrative boundaries. 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 release of more detailed information on route planning, connections and links to the wider network. However a number of key routes in and around Medway are likely to be impacted.
	M2 Junction 5 improvements	Impact on traffic flow along the M2 and A2 and the potential increase in capacity of the highway.
	Sheerness Port – Steelworks Redevelopment	The port redevelopment will increase capacity and allow further diversification of use. The recent masterplan indicates that investment will be directed to Sheerness Port.
	Thameslink Service Extension to Maidstone (2018)	Quicker and more numerous services to London
	Crossrail extension to Dartford and Gravesend	
Health	Kent & Medway Sustainability & Transformation Plan Draft 2016	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.

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Telecommunications	Broadband Delivery UK – Contract 2 (2016-2018)	To deliver 96% superfast broadband coverage by 2018.
Education	Canterbury College – Sheppey Campus Extension (2016-20) Mid Kent College – Maidstone Oakwood Park Campus 2015 +	Further implications to be identified. There is likely to be wider skills development for Kent and Medway from both projects.
Environment	North Kent Strategic Access Management and Monitoring Scheme	Strategic programme to mitigate risk of damage to SPAs and Ramsar sites on Thames, Medway and Swale estuaries from increased visitors as population grows.
Other	Ebbsfleet Garden City London Paramount Resort	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.

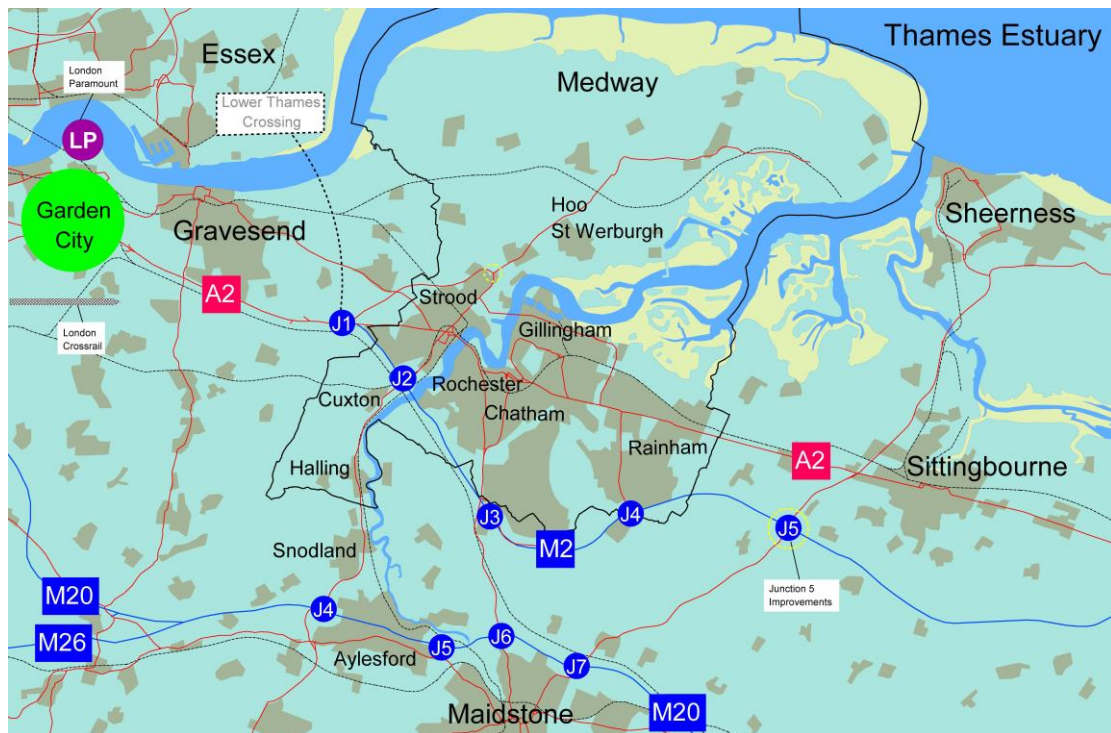


Figure 10. Strategic Infrastructure Map

Viability & Deliverability

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, specifically the NPPF paragraphs 173-177.

Viability

Paragraph 173 of the NPPF states that the cost of infrastructure needs to be accounted for within the viability testing of the local plan:

*'Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. **To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.**'*

This position statement does not set out any costs for infrastructure. These details will be provided at later stages of the plan making process. Similarly details on viability testing will be given when there is greater clarity on development allocations and policies.

Delivery

This Position Statement represents an early stage of planning for the infrastructure needed to support Medway's sustainable growth. Further work will set out details on the phasing of infrastructure, linked to the identification of a preferred development strategy.

This report provides a baseline position that will allow the Council and its delivery partners to continue to prioritise spending and address funding gaps over the lifetime of the Local Plan. It will also provide a basis to better integrate the investment programmes of services, organisations and infrastructure agencies, with planning for sustainable growth.

Delivery Mechanisms

In order 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 they are 'sound'. One of the tests of soundness is that a plan should be 'effective' (NPPF paragraph 182) defined as '*... deliverable over its period and based on effective joint working on cross-boundary strategic priorities.*'

Several mechanisms have been identified as potential methods to deliver infrastructure, in considering the role of both private and public sectors.

Developer Contributions

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 S.106 Agreements to collect developer contributions. Its policy is set out in the Developer Contributions Guide, 2014. A S.106 agreement takes account of the impact of the development on local infrastructure. Since April 2015, a pooling restriction of up to five contributions per infrastructure project has also applied to S.106 agreement contributions.

To capture the wider impact of development on the total infrastructure of any given area the Community Infrastructure Levy charge was developed. This is a contribution to infrastructure based on development type and size and acts as a tariff across the whole borough. The contributions can be used at a strategic level to deliver infrastructure priorities. Medway presently does not have a CIL in place and is assessing the potential for implementing a charge in conjunction with the preparation of the new Local Plan.

Government Funding

Central government funding also contributes towards the delivery of infrastructure projects within Medway. A significant source of this support is through the Local Growth Fund, managed by the South East Local Enterprise Partnership (LEP).

Medway has been successful in gaining funding through the South East LEP, including support to develop Rochester Airport as an enterprise zone, and transport and public realm projects in Chatham and Stood.

The Homes and Communities Agency is working on a number of sites across Medway to bring forward for development.

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

Medway Council, as an infrastructure provider, can provide a certain level of capital funding towards projects. 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.

Next Steps

This report is published as background information to the Local Plan Development Options consultation in early 2017. As a part of the consultation feedback will be sought from service providers to gain a clearer understanding of infrastructure needs. This information will be used in identifying approaches to development allocations and policies to take forward through the new Local Plan.

The council continues to gather information on infrastructure needs and to assess the requirements resulting from the area's planned growth. A key area of work is the Strategic Transport Assessment. The responses to the Development Options consultation will be analysed and together with further technical work, will be used to identify a preferred development strategy for the new Local Plan. Infrastructure planning will be integral to the consideration of growth locations.

This position statement will be developed into an Infrastructure Delivery Plan, setting out more details on the specific infrastructure required to meet the needs of the proposed plan. Costings, phasing and relevant partners will be identified at this stage.

The council recognises that the effective and timely delivery of infrastructure is essential to securing successful and sustainable growth in Medway. It is a matter of major importance to residents and businesses. The council will progress plans for infrastructure in conjunction with setting the development strategy for Medway up to 2035.