



Medway Infrastructure Delivery Plan

June 2025

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Contents

Contents	1
Medway Local Plan 2041 Policy References	2
Abbreviations	3
Executive Summary	6
Introduction	7
1.1 Local Context	8
1.2 What is an Infrastructure Delivery Plan	8
1.3 Engagement with Infrastructure and Service Providers	10
Infrastructure Delivery in Strategic Growth Areas	13
2.1 Background	13
2.2 Chatham Town Centre and Surrounds	13
2.3 Gillingham Waterfront	14
2.4 Strood West	14
2.5 Capstone Valley	14
2.6 Chattenden and Hoo St Werburgh	15
2.7 Lower Rainham	16
2.8 Developer Contributions in Strategic Growth Areas	16
Infrastructure in Medway	18
3.1 Overview	18
3.2 Transport	18
3.3 Education & Early Years	28
3.4 Utilities & Waste	39
3.5 Health & Social Care	59
3.6 Community & Cultural Facilities	68
3.7 Green & Blue Infrastructure	87
Approaches to Infrastructure Delivery in Medway	97
4.1 Infrastructure Costings	97
4.2 Funding	97
4.3 Government Funding	98
4.4 Medway Council Capital Programme	98
4.5 Statutory Agencies and Providers	98
4.6 Private Investment	98
4.7 Cross-boundary Infrastructure	98
Appendix 1: Infrastructure Delivery Schedule (IDS)	100

Medway Local Plan 2041 Policy References

Policy DM1: Flood and Water Management

Policy DM9: Heritage Assets

Policy DM18: Transport Assessments, Transport Statements and Travel Plans

Policy DM21: New open space and playing pitches

Policy DM22: Digital Communications

Policy S12: New Employment Sites

Policy S24: Infrastructure Delivery

Policy S25: Energy Supply

Policy SA1: Chatham Town Centre and Surrounds

Policy SA4: Gillingham Waterfront

Policy SA6: Strood West

Policy SA7: Capstone Valley

Policy SA8: Chattenden and Hoo St Werburgh

Policy SA10: Lower Rainham

Policy T12: Learning and Skills Development

Policy T23: Aviation

Policy T27: Reducing Health Inequalities and Supporting Health and Wellbeing

Policy T28: Existing Open Space and Playing Pitches

Policy T29: Community and Cultural Facilities

Policy T35: Provision of Additional Waste Management Capacity

Policy T36: Location of Waste Management Facilities

Policy T40: Wastewater Treatment

Policy T41: Heat Networks

Abbreviations

ACE	Arts Council England
AMP	Asset Management Plan
BOD	Biochemical Oxygen Demand
BSIP	Bus Service Improvement Plan
CDC	Community Diagnostic Centre
CiC	Community Integrated Care
CIL	Community Infrastructure Levy
CT	Computed Tomography
DCG	Developer Contribution Guide
DEFRA	Department for Environment, Food and Rural Affairs
DtC	Duty to Cooperate
EA	Environment Agency
ECG	Echocardiograms
EV	Electric Vehicle
FE	Further Education or Form Entry
FIT	Financial Improvement and Transformation
FTE	Full Time Equivalent
FTTH	Fibre to the Home
FTTP	Fibre to the Premises
GNHF	Green Heat Network Fund
GP	General Practitioner
HCP	Health and Care Partnership Board
HDF	Hoo Development Framework
HNDU	Heat Network Delivery Unit
HWRC	Household Waste Recycling Centre
ICB	Integrated Care Board
IDNO	Independent Distribution Network Operator
IDP	Infrastructure Delivery Plan
IDS	Infrastructure Delivery Schedule
KMMS	Kent and Medway Medical School
LACW	Local Authority Commercial Waste
LGN	Liquefied Natural Gas

LRN	Local Road Network
MCZ	Marine Conservation Zone
MEASS	Medway Estuary and Swale Strategy
MPA	Medway Practices Alliance
MRI	Magnetic Resonance Imaging
MUGA	Multi-Use Games Areas
MWS	Medway Waste Strategy
NGET	National Grid Electricity Transmission
NHS	National Health System
NPPF	National Planning Policy Framework
ODS	Organisation Data Service
ONS	Office of National Statistics
PNA	Pharmaceutical Needs Assessment
PROW	Public Rights of Way
SAMMS	Strategic Access Management and Monitoring Strategy
SFRA	Strategic Flood Risk Assessment
SELEP	South East Local Enterprise Partnership
SEN	Special Educational Needs
SGN	Southern Gas Network
SidM	Social Infrastructure Demand Management tool
SIF	Strategic Innovation Fund
SoS	Secretary of State
SPA	Special Protection Area
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
STA	Strategic Transport Assessment
SuDs	Sustainable Drainage Systems
UKPN	UK Power Network
ULEV	Ultra Low Emission Vehicle
UTC	University Technical College
VIA	Village Infrastructure Audit
WCA	Waste Collection Authority
WDA	Waste Disposal Authority
WFD	Water Framework Directive

WINEP	Water Industry National Environmental Programme
WIP	Waste Improvement Programme
WMP	Drainage and Wastewater Management Plans
WRMP	Water Resource Management Plan
WwTW	Wastewater Treatment Works

Executive Summary

The National Planning Policy Framework (NPPF) requires local planning authorities, through their strategic planning policies, to make sufficient provision for infrastructure including transport, telecommunications, security, waste management, water supply, wastewater, flood risk, minerals and energy (including heat); community facilities such as health, education and cultural infrastructure; and green infrastructure.

The Infrastructure Delivery Plan (IDP) has been produced by Medway Council (the council) and is a key part of the evidence base which informs the delivery of the Local Plan. The IDP clearly identifies the strategic infrastructure required to support growth in Medway and how it will be delivered.

Infrastructure requirements in the IDP reflect the growth and site allocations over the plan period, providing information on existing capacity or deficit in demand for services, details of existing committed infrastructure delivery, and the impact of potential developments on services and infrastructure.

The IDP is a live document which identifies the infrastructure need based on the most relevant information available at the time of writing. The information in this document, including assumptions on infrastructure requirements, will be subject to periodic review and updating as new information becomes available:

- Infrastructure requirement / proposal.
- Delivery partner who is responsible for the infrastructure.
- Location(s) identified for the infrastructure proposal.
- Expected timescale for the delivery of the infrastructure and
- Estimated cost / funding requirement and source for delivery.

Parallel to this IDP, Medway Council is also progressing several area-based masterplans 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 One Medway Council Plan 2024-2028, Council Strategy and Plan 2023-2024, Council's Corporate Plan and Capital Strategy, and the growth ambitions set out in Medway 2037 regeneration strategy and the emerging local plan. Where appropriate, it has built upon the information gathered through other infrastructure planning evidence base work and discussions.

This IDP also informs 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.

This version of the IDP is published with the Pre-Submission Draft Medway Local Plan, and the Council welcomes comments on the document as part of the consultation. We want to hear from service providers, communities and developers, and wider stakeholders, about our infrastructure plans to help support the delivery of sustainable development in Medway.

Introduction

1.1 Local Context

- 1.1.1 Medway is a unitary authority in the county of Kent, South East England, with a population of around 286,000. Medway is one of the largest conurbations in the south-east outside London and brings together the individual towns of Rochester, Chatham, Strood, Gillingham and Rainham. To the north is the Hoo Peninsula primarily composing of smaller villages, and industrial areas amongst areas of significant wildlife importance. To the south are the Medway Valley villages of Cuxton and Halling.
- 1.1.2 The river Medway bisects the authority separating the town of Strood, and the rural areas of the Hoo Peninsula and Medway Valley from the other four towns. The administrative county of Kent is to the south, east and west, and to the north is the Thames Estuary.
- 1.1.3 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 freight line). The topography of the area presents challenges to the transport network, including the barrier of the River Medway (just two crossing points for local users) and a hilly hinterland to the south, rising up to over 175m (500ft).
- 1.1.4 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, and the University of Greenwich) providing a service to the surrounding authorities and wider.
- 1.1.5 The population is relatively young in comparison to the UK average with fewer over 65-year-olds and more under 16-year-olds. The median age of population is 38 years against 40 for England. Demographics will shape the infrastructure that is required over the Local Plan period; we anticipate that Medway's population will significantly increase by 2041 when accounting for new homes being planned.
- 1.1.6 With the increase of new homes and residents, there is a significant need for new infrastructure to be provided. Issues relating to its existing capacity and provision level need to be addressed alongside how infrastructure is funded and delivered by a wide range of public, private and third sector bodies.
- 1.1.7 Medway faces significant infrastructure challenges due to its geographical position and historic growth, including:
 - 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.

1.1.8 Infrastructure delivery is a key component of Medway's emerging local plan, and its timeliness and effective scale is vital to realising Medway's potential as a leading waterfront learning 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 emerging local plan will seek to protect and enhance the area's distinctiveness, helping to promote and secure investment in the area's outstanding environment and heritage, to create a prosperous place, with advantages and opportunities for new and existing communities.

1.1.9 The diagram below spatially summarises the key infrastructure interventions required in Medway over the next 10 to 15 years.

1.2 What is an Infrastructure Delivery Plan

1.2.1 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. This has been supplemented using the relevant parts of the National Planning Policy Framework and Planning Practice Guidance. The potential to address climate change and its effects is a crosscutting theme which impacts upon all of these categories of infrastructure provision including transport, education & early years, utilities & waste, health & social care, community & cultural facilities, green & blue infrastructure.

1.2.2 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. The level of obligations is set out by the Council in the Medway Council Guide to Developer Contributions & Obligations (2018 Version 8: Charges updated April 2025). 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. This will be updated later this year, informed by consultation comments and further engagement on this IDP.

- 1.2.3 The IDP is part of the evidence base to support Medway's Local Plan and provides information on existing capacity or deficit in demand for services, details of existing committed infrastructure delivery, and the impact of potential developments on services and infrastructure. The National Planning Policy Framework (NPPF) (paragraphs 16, 20 and 34) requires 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. The IDP requirements are then tested through the plan's Viability Assessment, a process which contributes to the review of Medway's Developers Contributions Guide. Importantly, only infrastructure required in the first five years of the plan period must be shown to be deliverable as part of the requirement to ensure site allocations within this period are deliverable. Infrastructure in the latter part of the plan period is unlikely to have funding secured or clarity on its delivery due to the nature of infrastructure delivery and spending in England. As such, the role of the IDP is to make clear which infrastructure can be delivered to support the Local Plan, taking a reasonable and proportionate view on the matter and accounting for national planning policy on infrastructure provision.
- 1.2.4 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.
- 1.2.5 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 indicative costs, phasing, and priority.
- 1.2.6 The IDP is a 'living document' which is to be regularly reviewed and monitored on annual basis 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.

1.3 Engagement with Infrastructure and Service Providers

- 1.3.1 Medway Council has carried out significant engagement with infrastructure providers in the production of this IDP and the process of producing the local plan, including the NHS Kent and Medway Integrated Care Board and associated organisations. Discussions and meetings have taken place to gain an updated understanding of what infrastructure is needed, including specific infrastructure requirements of the proposed 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.

- 1.3.2 Further detailed engagement has been undertaken around key development framework areas and evidence base documents, as well as continued engagement 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 emerging local plan and other strategies.
- 1.3.3 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. Relevant Council services and external service providers were invited to submit detailed information in response to the following questions, having regard to the emerging local plan allocations and housing trajectory:
 - Existing capacity or deficit in demand for services across Medway.
 - Existing committed infrastructure delivery that is planned to serve Medway.
 - Future or improved infrastructure needed to support the proposed development and population growth (i.e. projects, costs & phasing).
 - The relevant plans, standards and programmes that inform the decision making.
- 1.3.4 In updating the IDP, some utility providers provided 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.
- 1.3.5 Meetings have also been held with site developers/promoters of proposed allocations in the local plan 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 IDS where appropriate. In addition to the above, the council has undertaken several supporting evidence studies which review infrastructure information and requirements. These include matters related to transport and recreation and, where appropriate, they have informed the preparation of the IDP.
- 1.3.6 There are also several government agencies which have a role in regulating the provision of infrastructure, including for example National Highways (the road network), Sport England (sports facilities) and the Environment Agency (flood risk mitigation). Under the current planning system, Medway Council has a legal duty to cooperate with these agencies through its local plan process, and continuous engagement 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 proposed growth allocations in Medway's Local Plan.
- 1.3.7 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 infrastructure types.

- 1.3.8 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.
- 1.3.9 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.
- 1.3.10 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 also provides multiple benefits for local communities, for example, schools hiring out sports pitches and other facilities to local community groups outside of school hours.
- 1.3.11 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 and cultural 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.
- 1.3.12 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 addresses a number of these areas of work.
- 1.3.13 The IDS sets out details of infrastructure projects, the lead bodies that would be involved in implementation, an overview of the risks and contingencies associated with each project and, where known, delivery timescales, indicative 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 emerging local plan as a whole and in relation to individual housing and employment allocations, or cumulatively across several sites in the same area

Infrastructure Delivery in Strategic Growth Areas

2.1 Background

- 2.1.1 National planning policy requires local plans to set out an overall strategy for the pattern, scale and quality of development, making sufficient provision for housing (including affordable housing), employment, retail, leisure, commercial development, infrastructure, community facilities, and for the conservation and enhancement of the natural, built and historic environment.
- 2.1.2 The site allocation policies in the Local Plan set out the objectives, criteria and subsequent design details to be addressed in a planning application. Some site allocations policies include a concept plan to highlight the principles of development.
- 2.1.3 14 site allocations have been identified and set out where new development will be directed across Medway, in line with the spatial strategy. The following key sites have been allocated within the Local Plan as Strategic Growth Areas:
- Chatham Town Centre and Surrounds (Policy SA1)
 - Gillingham Waterfront (Policy SA4)
 - Strood West (Policy SA6)
 - Capstone Valley (Policy SA7)
 - Chattenden and Hoo St Werburgh (Policy SA8)
 - Lower Rainham (Policy SA10)

2.2 Chatham Town Centre and Surrounds

- 2.2.1 The Chatham Design code and Chatham masterplan play key roles in delivering quality development, whilst identifying sites appropriate for housing provision. The sites identified within, and on the edge of Chatham will contribute toward delivery of Medway's Local Plan strategy.
- 2.2.2 As well as the opportunity to provide residential, the sites within Chatham Town Centre can also provide a mix of uses, public realm improvements and support sustainable 'in centre' living, shopping and working.
- 2.2.3 Collectively the identified small to medium sized sites could deliver circa 1,350 new homes predominantly within the early part of the plan period.
- 2.2.4 Proposals must demonstrate appropriate mitigations and adaptations to the risk of flooding, ensure air quality is appropriately addressed through the design particularly in the identified Air Quality Management Area (AQMA), and contribute toward the provision of green-blue infrastructure and suitable walking and cycling links to improve accessibility, health and well-being objectives.

2.3 Gillingham Waterfront

- 2.3.1 The waterfront development sites could deliver circa 4,200 new homes and present an opportunity, as a transition zone, to bring in green infrastructure from north of Pier Road and blending in between the built form of proposals toward the river's edge.
- 2.3.2 Development could deliver greater accessibility for residents to the waterfront through increased permeability and connectivity between the sites and the surrounding area. Proposals could form a strong greenway link to Gillingham District centre and a riverside walk connecting St Marys Island to the Strand, which is the missing link to provide a comprehensive riverside walk to the rest of Medway. In doing so, development will strongly be supporting health, accessibility, amenity objectives and improving quality environments for future residents and existing.
- 2.3.3 A Green-blue infrastructure strategy will inform place-making and the design, addressing the inadequate provision of green space.
- 2.3.4 A comprehensive approach to site development will be expected, informed by an approved master plan, which demonstrates how the policy and infrastructure requirements set out in the respective plans relating to the site as whole, with a phasing plan, will be achieved.

2.4 Strood West

- 2.4.1 Land west of Strood could provide a comprehensive cross border sustainable location for growth, which transitions between the urban edge of Strood and the Green Belt. This Green Belt release site could deliver circa 1,280 new homes, two primary schools, an expansion of an existing primary school, a secondary school, 2 hectares of employment and a local centre of up to 1 hectare, 2 football pitches and indoor sports provision.
- 2.4.2 A Green-blue infrastructure strategy will shape placemaking by supporting the design and layout of proposals.

2.5 Capstone Valley

- 2.5.1 Much of the land in the Capstone Valley is in single ownership. In recent years, development at East Hill and Gibraltar Farm has been granted consent following planning appeals. More recently, the Maidstone Local Plan Review 2024 allocated land adjoining the Medway administrative area at Lidsing for mixed-use development, including 2,000 homes.
- 2.5.2 By 2041, the Capstone Valley could comprise a sustainable urban extension of circa 3,958 new homes, a primary school, a secondary school and a local centre.
- 2.5.3 An open space strategy, including long-term management plans, could identify opportunities for off-site outdoor sports provision.

2.6 Chattenden and Hoo St Werburgh

- 2.6.1 Development on Hoo is significantly challenging. Infrastructure such as schools and other community facilities including new GP clinics, wider transport projects such as bus services, or community, economic, culture and leisure facilities, will be essential for Hoo to grow from a village into a thriving rural town.
- 2.6.2 In planning for Medway's future growth, it is important to ensure the distinct identities of Hoo and Chattenden. Development must retain the separation of the historic villages of Hoo and Chattenden, and avoid coalescence. A landscape buffer is a key part of the strategic planning, providing for views over open landscape.
- 2.6.3 By 2041 Hoo St Werburgh will have strengthened its role in serving local residents and wider villages across the Hoo Peninsula. Sustainable development could provide circa 4,700 new homes, aligned with improvements in transport, community services and facilities, retail, and new job opportunities. Growth in Chattenden could provide for circa 600 new homes and new and enhanced services.
- 2.6.4 Development will come forward in accordance with a strategic masterplan for Hoo and Chattenden, providing a framework for design, landscape and green infrastructure, heritage, services, employment, transport, infrastructure, defining distinctive neighbourhoods and centres.
- 2.6.5 Development will be delivered in phases across the plan period, and extend beyond into the 2040s. Infrastructure delivery is linked to the phased growth, with triggers identified in the Hoo Peninsula Infrastructure Plan.
- 2.6.6 It is clear that in planning for this scale of growth on the Hoo Peninsula, and wider Medway, that significant upgrades to services are needed, including improved bus services, sustainable transport links and highways mitigations to accommodate growth.
- 2.6.7 Development will deliver a wide range of community services and infrastructure, reflecting the needs arising from the scale of planned growth in the context of the existing village offer. This will include provision for:
 - A new six-form entry secondary school
 - new three-form entry primary school
 - Relocation of Chattenden Primary School, with expansion to two-form entry.
 - New and expanded health facilities
 - A new community centre/hub and investment in increasing capacity in current facilities
 - New indoor sports and leisure facility
 - Outdoor sports and recreation facilities, including improvements to Deangate Running Track

2.7 Lower Rainham

- 2.7.1 Over 1,200 new homes have been built in Rainham in the last 10 years across several suburban sites. The new Leigh Academy secondary school opened in

2021. However, public consultations have highlighted concerns about the lack of supporting infrastructure and the increased pressure on local services.

2.7.2 By 2033, the development of Rainham Parkside Village (RN9) could provide up to 750 new homes and a green backdrop to the adjacent marshes at Riverside Country Park, with improved connections for people and nature.

2.7.3 Rainham Parkside Village (RN9) will include:

- A local centre commensurate with a new community of 750 new homes, including:
- a children's nursery.
- 3 ha of land for a two-form entry primary school.
- a Community Hub.
- a Health Hub.
- a care home; and
- convenience floorspace that meets the day-to-day needs of the local community only.
- Up to 15 homes for use as temporary living accommodation.
- 8 ha of land for an eight-form entry secondary school.

2.8 Developer Contributions in Strategic Growth Areas

2.8.1 Under Medway's current Developer Contributions Guide, developers are requested to pay around £17,000 (excluding health contributions) per dwelling in S106 contributions to deliver the necessary infrastructure on non-strategic sites. For sites in strategic growth areas Medway Council will negotiate on a case-by-case basis with priorities given to strategic infrastructure requirements set out in the site policies. Depending on individual site viability additional contributions will be requested as set out in Medway's Developer Contributions Guide.

2.8.2 The 'Level of contributions per dwelling' does not include highways or PROW. Discussions with services alongside technical assessments undertaken as part of the local plan have shown that this will not be enough funding to pay for the required infrastructure, even with significant external funding.

2.8.3 The Kent and Medway ICB will additionally request contributions on a case-by-case basis towards health facilities as set out in the Developer Contributions Guide.

2.8.4 Medway Council will seek to use a Framework S106 agreement approach to provide certainty to the local community and to developers that adequate infrastructure will be provided to support development and make it sustainable. This approach will provide a template legal agreement with developers that will be used as the basis for S106 negotiations. The agreement will be based on the infrastructure planning work that has been undertaken to support development in strategic growth areas, and will establish two lists:

- **Strategic Infrastructure** – Infrastructure which will need to be funded by developers on a fair and equal basis which is proportionate to the development in question and will not be subject to viability review.
- **Non-Strategic Infrastructure** – site specific infrastructure the provision of which will be subject to viability review.

- 2.8.5 This approach will also enable a number of other key areas of collaboration with developers to ensure the timely delivery of the necessary infrastructure, including forward funding arrangements.
- 2.8.6 Ongoing work on community infrastructure provision for strategic growth areas is being undertaken by the council, and provides an opportunity to deliver certainty around infrastructure provision for both developers and communities
- 2.8.7 The Council is engaging with service providers and developers to collaborate on infrastructure planning and delivery for the strategic growth areas, to secure effective resourcing and delivery models for providing the services needed to support the expanded communities.

Infrastructure in Medway

3.1 Overview

- 3.1.1 The following section provides an overview of each different infrastructure type split into themes and then analysed as set out below:
- 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?)
- 3.1.2 The information has been gathered over the course of the preceding regulation 18 consultations on the emerging Medway Local Plan and separate engagement with infrastructure providers. 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.

3.2 Transport

- 3.2.1 Medway Council is committed to building a sustainable transport network that minimises the need to travel by private car by offering realistic alternative transport options. The Council has produced a Local Cycling and Walking Infrastructure Plan. The aim of this plan is to identify a prioritised pipeline of new cycling infrastructure schemes supported by funding from Active Travel England. The Council is also planning to update its Local Transport Plan in the coming year.
- 3.2.2 This section covers the following transport networks and services:
- Rail
 - Strategic and Local Road Network
 - Bus

Rail	
Lead Agency	<ul style="list-style-type: none"> • Southeastern Railways • Network Rail
Evidence base	<ul style="list-style-type: none"> • Network Rail North and East Kent Connectivity Study (2023) • Medway Council New Routes to Good Growth
Context	<p>Rail infrastructure in Medway is maintained and developed by a combination of Network Rail and SE Trains Limited, a subsidiary of Department for Transport OLR Holdings Limited. Network Rail maintains the physical railway infrastructure (tracks, stations, signals, tunnels, and bridges etc). SE Trains Limited operates the Southeastern passenger services and day to day running of the stations for the Department for Transport.</p> <p>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.</p> <p>Rochester (2015), Strood (2017), Chatham (2020) and Gillingham (2012) Stations have 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.</p> <p>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. Investment would be required in infrastructure to reinstate passenger services, reduce traffic and provide better connectivity from the Hoo Peninsula.</p>
Quality & capacity review	<p>The North and East Kent Connectivity Study¹, identified that there were no capacity constraints on services in the Medway area itself as there are frequent, high capacity trains all day to a wide range of destinations. However, the study noted that there could be a need to provide more capacity towards London in the medium-long term which could see additional capacity provided in Medway.</p>

¹ <https://sacuksprodnr.digital0001.blob.core.windows.net/regional-long-term-planning/Southern/North%20&%20East%20Kent%20Connectivity%20Strategic%20Study%202023.pdf>

	<p>There is sufficient infrastructure capacity to provide longer trains or more services to meet future capacity needs towards London. There could be enabling works required in the medium-long term, but these are likely to be outside the Medway area – for example lengthening of platforms at other stations to support longer high-speed services through Strood.</p>
Proposed infrastructure	<p>There are no rail network enhancement schemes in development within the Medway area, however Network Rail are working with Medway and Transport for the South East on the concept of a new interchange station at Strood which would provide improved connectivity locally, within Strood, but also providing access to the London Victoria services from a new high-level station.</p> <p>Investment in the railway continues through infrastructure renewals and maintenance and local improvements such as at stations. Future development could provide opportunities to improve access and integration to stations such as Gillingham and Chatham stations through a masterplan approach, including potential for car park redevelopment. Chatham station, for example, could become a new multi-modal interchange – important for providing sustainable access to the railway from proposed which are further away from the railway – such as those nearer the M2.</p> <p>The cumulative effect of development in Medway and in neighbouring areas such as Gravesham, Dartford and Swale could require additional capacity to be provided on rail services in the medium-long term. Network capacity exists in Medway to accommodate these services.</p>
Funding sources	<ul style="list-style-type: none"> • Developer contributions – if additional funding is required for contingencies/early years subsidy • Network Rail funding – for services once viable

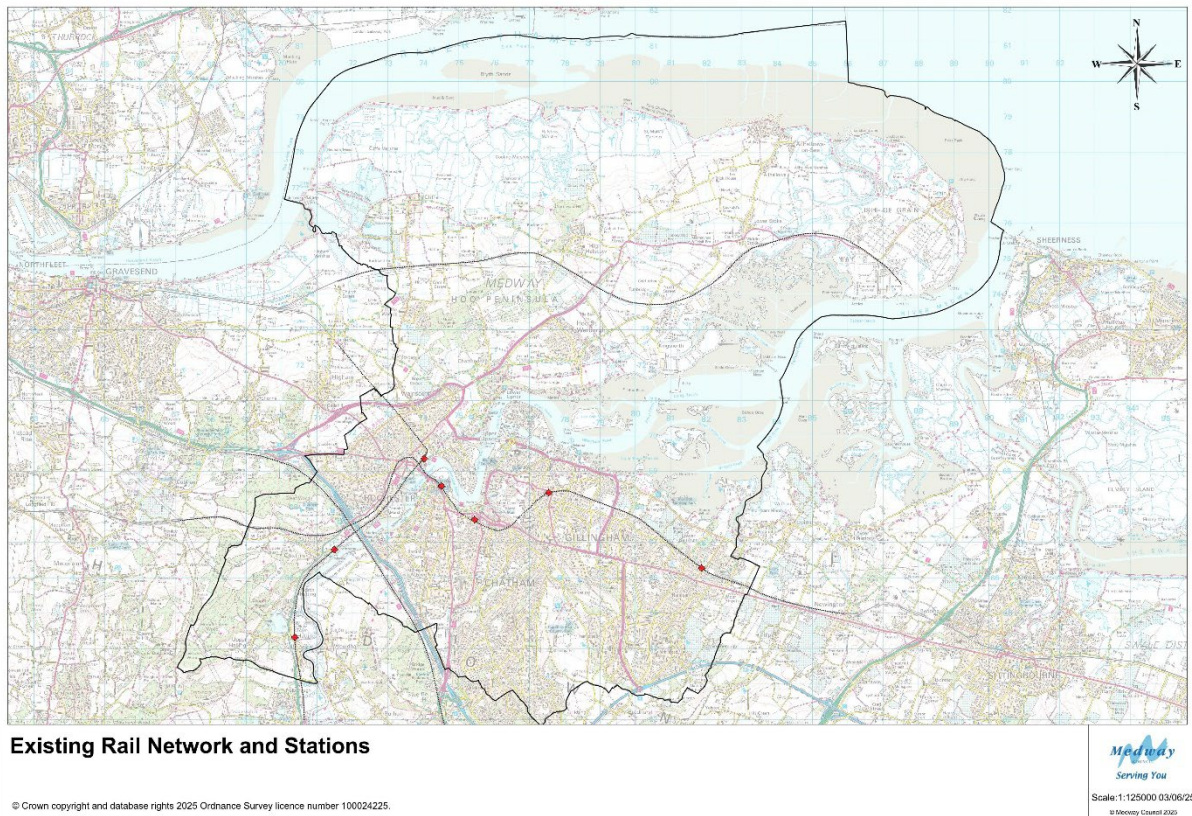


Figure 1: Map of existing and proposed rail stations, Source: Network Rail

Strategic Road Network, Major Road Network and Local Road Network	
Lead Agency	<ul style="list-style-type: none"> National Highways is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN), comprising of motorways and all-purpose trunk roads in England. Medway Council is the local transport authority. Kent County Council is the neighbouring local transport authority.
Evidence base	<p>The Strategic Transport Assessment (STA) has informed the preparation of the new Local Plan. It involves iterative assessments of cumulative impacts associated with committed development and future development up to 2041. The STA has identified the necessary interventions, phasing and funding of mitigations for future development.</p>

	<p>The STA comprises the following documents:</p> <ul style="list-style-type: none"> • Data Collection Report. • Local Model Validation Report. • Forecasting Methodology Report. • Forecast Report (2024). • Forecast Report (2025). • Merge/Diverge Assessment. • Mitigation Concept Plans and Costings. • Mitigation Trigger Point Assessment. • Proportionality Assessment; and • Transport Strategy.
Context	<p>Figure 2 shows SRN and Major Road Network (MRN) routes spanning in and around Medway. Junctions 2 and 4 are within Medway.</p> <p>M2 Junction 1 is located to the west of Medway where the M2 merges with the A2 and the A289 of the MRN. The final Forecast Report, and specifically the Merge/Diverge Assessment, has identified the need to mitigate M2 Junction 1.</p> <p>Improvements to M2 junction 4 will be funded and delivered by the Lidsing Garden Community development in the Maidstone borough.</p> <p>M2 junction 5 improvements were completed in 2025.</p> <p>The MRN includes the A228, via Cuxton and Halling, into Tonbridge & Malling and the A229, via Blue Bell Hill, into Maidstone.</p> <p>Kent County Council is developing a business case for the Blue Bell Hill Improvement Scheme.</p> <p>The Lower Thames Crossing, a new road that will connect Kent and Essex through a tunnel beneath the River Thames, has been granted development consent.</p> <p>A new Local Walking and Cycling Infrastructure Plan was approved by Cabinet in March. It will be published in due course.</p>

Proposed Infrastructure	<p>Local junction models identified 10 junctions that would be over capacity and require mitigation by 2041:</p> <ul style="list-style-type: none"> • Four Elms Roundabout (£51 million to £84 million) • Sans Pariel Roundabout (£23 million to £38 million) • A228 Peninsula Way/ Dux Court Road/ Bells Lane Roundabout (£1 million to £2 million) • A228 Peninsula Way/ Roper's Lane/ Ratcliffe Highway Roundabout (£1 million to £2 million) • A228 Peninsula Way/ Main Road Hoo (cost TBC) • A2 High Street/ Station Road/ Canal Road Signalised junction (£1 million) • Gillingham Gate Gyratory (£18 million to £38 million) • Dock Road/ Middle Street/ Wood Street (£1 million to £2 million) • M2 Junction 1 (TBC) • M2 Junction 4 (to be funded and delivered by the Lidsing Garden Settlement) <p>A mitigation strategy was developed, and concept design drawings were produced.</p> <p>More detail of the mitigations will be provided in final Forecasting Report.</p>
Funding	<ul style="list-style-type: none"> • Developer contributions have been apportioned based on traffic modelling analysis. The developer contributions due were factored into the Viability Assessment. The apportioning of developer contributions will be refined, given the results of the Viability Assessment. • Medway Capital Programme and Public Works Loan Board • Department for Transport funding <p>S106 and S278 funding is to be used to improve the transport network, together with major investment to be secured by the Council. Developer contributions will be paid into an infrastructure fund.</p>
Key Issues	<p>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.</p>

	<p>The 2019 amendments to the Community Infrastructure Levy (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.</p> <p>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.</p> <p>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.</p> <p>Medway Council would be responsible for the monitoring of vehicle trip credits and the collection of developer contributions, along with funding from all relevant public sources.</p> <p>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.</p>
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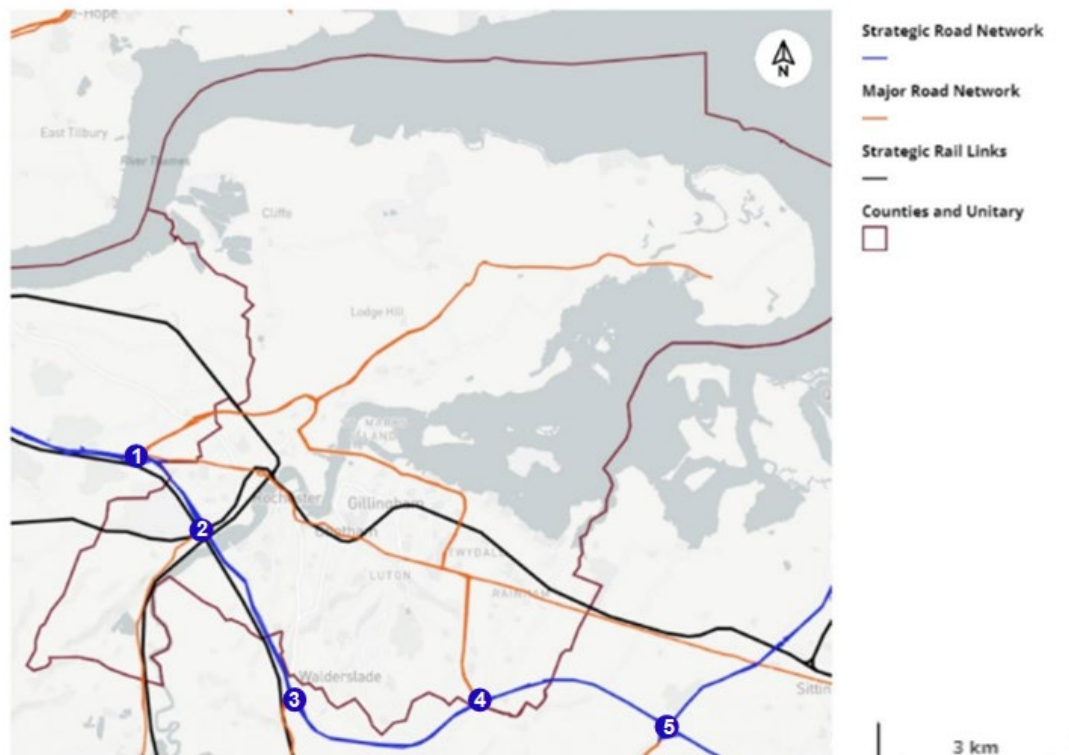


Figure 2: M2 Junctions

Bus	
Lead Agency	<ul style="list-style-type: none"> • Arriva • ASD Coaches • Chalkwell • Medway Council • National Express • Nu-Venture • Stagecoach • Redroute
Evidence base	<ul style="list-style-type: none"> • Medway Local Transport Plan • Medway Bus Service Improvement Plan (BSIP) • Medway Enhanced Partnership
Context	<p>Since 1986 bus services have been deregulated and privatised. 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.</p> <p>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 Bus Services Act 2017, namely the use of statutory enhanced partnerships or franchising. 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 is to be the main tool in driving change in travel and reducing emissions.</p> <p>More recently, in 2021, the government published a bus strategy for England – Bus Back Better – the first ever produced. This policy strongly supported better and more frequent bus services and saw that they could play a more important role in transport provision. The policy:</p> <ul style="list-style-type: none"> • requires local authorities to produce Enhanced Partnerships across the country. • links further government funding to the creation of these partnerships. • requires local authorities to produce bus service improvement plans; and • promised an additional £3bn in funding for bus services.

	<p>In 2024 a new Buses Bill² was published by the Government which could see franchising and more control rolled out to all areas.</p> <p>A total of seven companies operates services in Medway across 84 routes (including school buses 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, Redroute and Chalkwell, providing services across the authority.</p> <p>Passenger usage of the bus services in Medway have fallen over recent years in line with national trends. The reasons for such a decline include 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. Post Covid numbers in 2024 have virtually returned to Pre Covid levels.</p>
Quality & capacity review	<p>The main urban area of Medway is well served with services. Frequency is generally good, but evening and weekend services are improving using BSIP funding with an aim to have services at 30-minute intervals. 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, although will be looking to improve under our BSIP. Residents are of the view that services are expensive, for example an adult day pass for Arriva in Medway is £7.10 versus just £6.20 in Dartford, albeit this may reflect a larger fare zone. Nationally, average bus and coach fares have increased by more than the retail price index according to research by the RAC foundation³. There are fare caps currently in place at £3 per journey (as at 2024), an increase from the £2 previous price cap. 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.</p>
Proposed infrastructure	<p>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</p>

² <https://www.gov.uk/government/news/transport-secretary-sets-the-wheels-in-motion-on-biggest-overhaul-to-buses-in-a-generation>

³ <https://www.racfoundation.org/data/cost-of-transport-index>

	<p>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.</p> <p>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 2022 sets out to assess opportunities to promote modal shift and reduce single passenger car use. 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.</p> <p>The Reg 19 Local Plan notes the key role for bus improvements, particularly on the Hoo Peninsula. 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.</p>
Funding	<p>Projects being delivered will be funded through a combination of the following sources:</p> <ul style="list-style-type: none"> • Section 278 Agreements • Private investment from bus services operators. <p>The total funding required is not currently known, as this will depend on S106 agreements and revenues achieved – typically bus services are subsidised by developers less any actual fare revenue from passengers, meaning that developers only cover the residual.</p>



Figure 3: Arriva route map in Medway, Source: Arriva

3.3 Education & Early Years

3.3.1 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

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 2024 -2025
Context	Early years provision refers to childcare and early learning for under the age 5. All children aged between three and four years old in England are entitled to 570 hours of funded early

	<p>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.</p> <ul style="list-style-type: none"> • From April 2024, childcare support was expanded in phases and by September 2025, most working families with children under the age of 5 will be entitled to 30 hours of childcare support. • From April 2024, eligible working parents of 2-year-olds were able to access 15 hours of childcare support. • From September 2024, 15 hours childcare support was extended to eligible working parents of children from the age of 9 months to 23 months. • From September 2025, eligible working parents of children under the age of 5 will be entitled to 30 hours of childcare a week. <p>Parents do not have to use all of the hours of their funded entitlement. They may choose to split the hours between providers.</p> <p>With the agreement of their provider, parents may also spread hours across the year for e.g. rather than taking 15 hours for 38 weeks a year they could take just under 12 hours for 48 weeks a year.</p> <p>At present this is regulated by Medway Council who have to meet statutory duties to ensure the adequate provision of early years childcare, with services provided by a mixture of registered childminders, nurseries in schools, and independent nurseries. 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.</p> <p>After significant increases in the number of children under the age of 5 years in Medway up to 2010, the number of children in this age group has stayed relatively stable around 18,000 since then. 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.</p>
Quality & capacity review	<p>The current number of full-time registered childcare places offered across Medway is 7,013. The maximum number of full-time equivalent places if there were 100% take-up would equate to 7,386 places. We are aware that not all parents use formal childcare, and the average take up is 72%, meaning that, Medway would require 5,317 places and therefore we do have sufficiency.</p>

	<p>Provision is provided by 128 childminders, 42 nursery classes in schools, and 86 private, voluntary and independent providers.</p> <p>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.</p> <p>All childcare providers must register with and be inspected by Ofsted, who give them an overall grade for the quality of their provision. Of those early years settings inspected by Ofsted, 95% have received a Good or Outstanding grade.</p>
Proposed infrastructure	<p>Childcare provision is delivered through a mixture of nurseries within schools and private enterprises that offer term-time only and all-year round childcare places.</p> <p>Five school-based nurseries are proposed; three being funded through the government's childcare capital allocation and the other two could be through expansions of existing provision.</p> <p>The Government initiative of Capital Grants for school-based nurseries will partially support future sufficiency of childcare places in Medway.</p>
Funding	<ul style="list-style-type: none"> Developer contributions – potential for S106 funding to support provision of commercial E-class spaces that can be used by private providers Private investment – investment in new facilities by private providers <p>The total funding required for the proposed projects outlined above is unknown.</p>

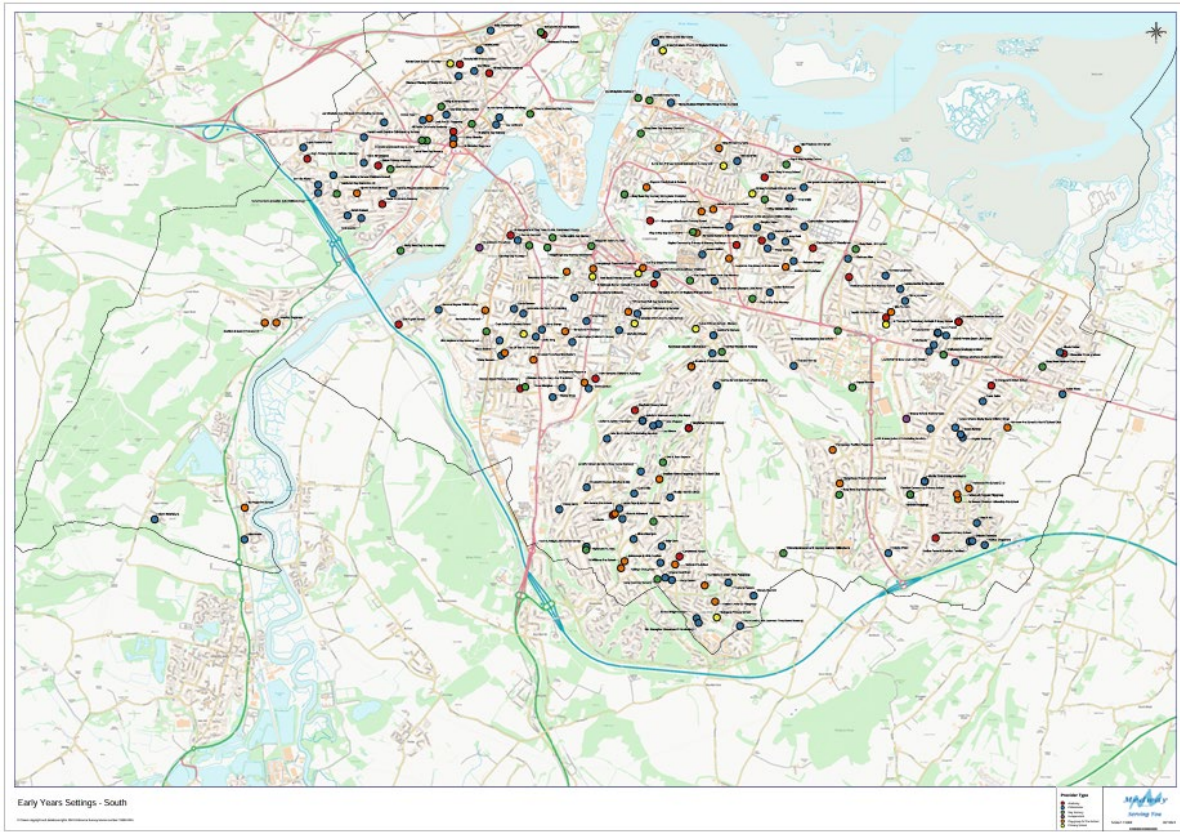


Figure 4a: Map of childcare provision in Medway - South

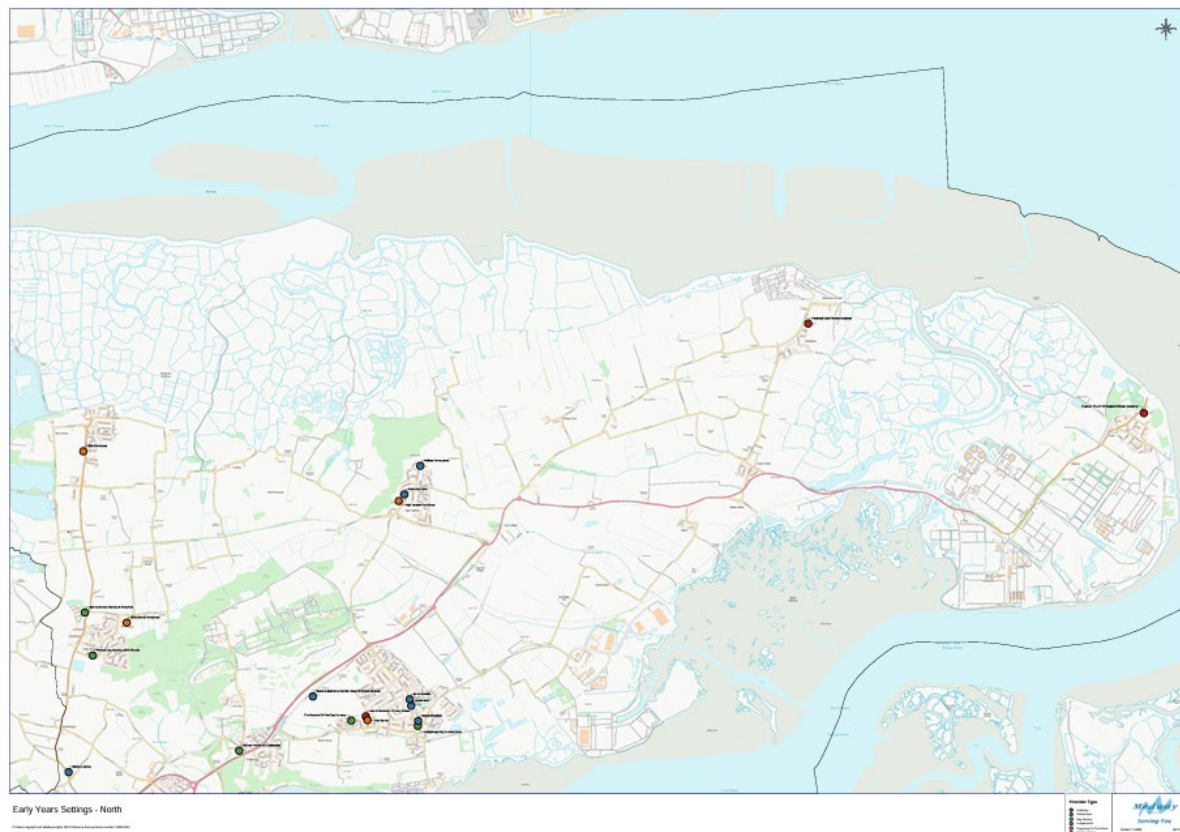


Figure 4a: Map of childcare provision in Medway - North

Schools	
Lead Agency	<ul style="list-style-type: none"> • Medway Council • Department for Education
Evidence base	<ul style="list-style-type: none"> • Medway Council Schools Capacity (January 2025) • School Place Planning Strategy 2022-2027
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 trusts (including free schools and academies).
Quality & capacity review	<p>There are insufficient primary places in pockets and insufficient secondary places across Medway. There is a lack of primary school places in the west of the Hoo Peninsula, especially Hoo St Werburgh. Areas of Gillingham and Chatham have seen high levels of inward migration in recent years, which have led to a shortfall of school places. The shortage of secondary spaces is Medway wide, despite the recent completion of two new non-selective schools. The quality of the build fabric of schools is also a concern at a number of schools across Medway.</p> <p><u>Primary education</u> – There are 77 primary schools in Medway, providing for a total of 26,826 places. At present there are 1071 places available across Medway in primary schools or a 4.0% surplus in space. Nationally, a 5% surplus in places is accepted to allow for in year demand.</p> <p><u>Secondary education</u> – There are 20 secondary schools in Medway, consisting of 6 Grammar and 14 non-selective schools. There are no spaces available in Year 7 in Medway. (3,783 Year 7 places, 3,865 pupils)</p> <p><u>Other</u> – 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, 1 primary, 2 secondaries and 2 all-through schools. A number of other schools have resourced provisions which allow pupils with SEND to attend mainstream schools. 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.</p>
Proposed infrastructure	Three new schools have recently been completed (one 2FE primary and two 6FE secondaries) in order to cater for the existing growth. The schools are located at Rochester Riverside (primary), Rainham and Strood (secondary), with

completions in September 2022 and September 2023 respectively. Bulge classes and expansions at secondary schools continue to be required to meet rising demand.

- A new secondary school will be required to meet the need from existing and recently approved housing developments; this will be required in the short-term. 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 over the plan period for:
- 7 further primary school expansions
- 7 new primary schools
- 3 new secondary schools (including the secondary school mentioned above).

The expansion of Hoo St Werburgh by 1 FE is needed by September 2027 to meet existing demand. This is from developments brought forward ahead of the local plan.

The proposed developments around Chattenden and High Halstow will require the relocation and expansion by 1FE of both Chattenden and High Halstow Primary Schools by September 2028 and 2029. Additional capacity of up to 4FE will be required on the Hoo Peninsula by September 2032.

Significant levels of development are expected in the Capstone Valley, and so initially a new 2FE primary school will be required at East Hill by 2029. Two further new schools, providing up to 4FE, will be needed by 2036 and 2040. Depending on the phasing of developments, a 1FE expansion at either Lordswood or Kingfisher Primary Schools may also be required by 2036.

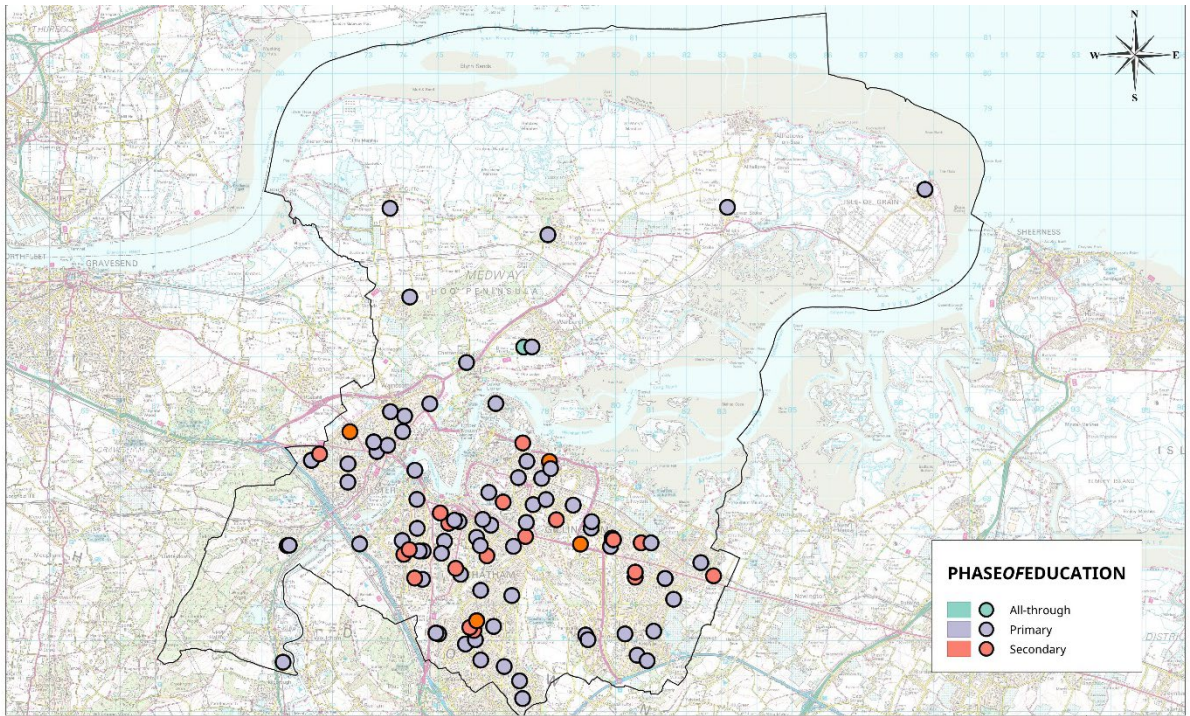
In Strood, new primary schools will be required to create an additional 5FE between 2029 and 2033. Depending on the phasing, it may also be necessary to expand Temple Mill Primary by 1FE in 2035.

Primary school expansions are also required in Chatham at Greenvale Primary, Rainham North at Riverside Primary, and Gillingham (schools/sites to be identified) in the next five years.

Three new non-selective secondary schools will be required, providing up to 22FE. These will be a 6FE secondary school on the Hoo Peninsula, a 6-8FE school in the Capstone Valley, and an 8FE school in Strood. The Capstone school will provide some places for pupils from the Lidsing development, which is in Maidstone Borough Council's area, but Medway secondary schools will be closer than any in Kent. Similarly, the Strood school will provide places for the adjacent development in the Gravesham area, as well as for Medway. All three schools will

	<p>be required around 2030, as there is a lack of places available in Medway schools. Therefore, extra provision will be required immediately when the significant numbers of pupils from local plan developments begin to arrive.</p> <p>There will also be a requirement for an increase in secondary selective school places. Currently, approximately 29% of secondary age pupils attend a selective school. Therefore, there will be a need for an additional 6FE of selective provision. This could either be as six 1FE expansions, or one 6FE annexe to a selective school. It is not possible to build new selective schools.</p> <p>In addition, there is a need for additional places for pupils with SEND. These will be provided through a combination of mainstream schools with support, resourced provisions, and additional places at special schools. At this stage it is not possible to forecast the exact mix of places required. The numbers of pupils involved are relatively small, but their needs can be highly individual, leading to a wide margin of error in any projections. Overall, it is expected that there will be 550 additional pupils with SEND needs over the lifetime of the local plan.</p> <p>These calculations are based on the pupil population projection from the Medway Developer Contributions and Obligations Guide 2025 and the spatial distribution of growth outlined in the draft plan. Medway's education service has indicated that the current rates in the contributions guide do not cover the costs of delivering new schools. The proposed expansions and new school development are outlined in Appendix 1 – Infrastructure Delivery Schedule.</p>
Funding	<ul style="list-style-type: none"> • Developer Contributions • Medway Council Capital Funding • Government grant funding through Education Schools Funding Authority • Private investment <p>The total funding required for the proposed projects outlined above is estimated at approximately £315m. The anticipated s106 receipt from the proposed housing is estimated to only be £151m. 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 S106. 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</p>

later through developer contributions secured by a planning obligation”.

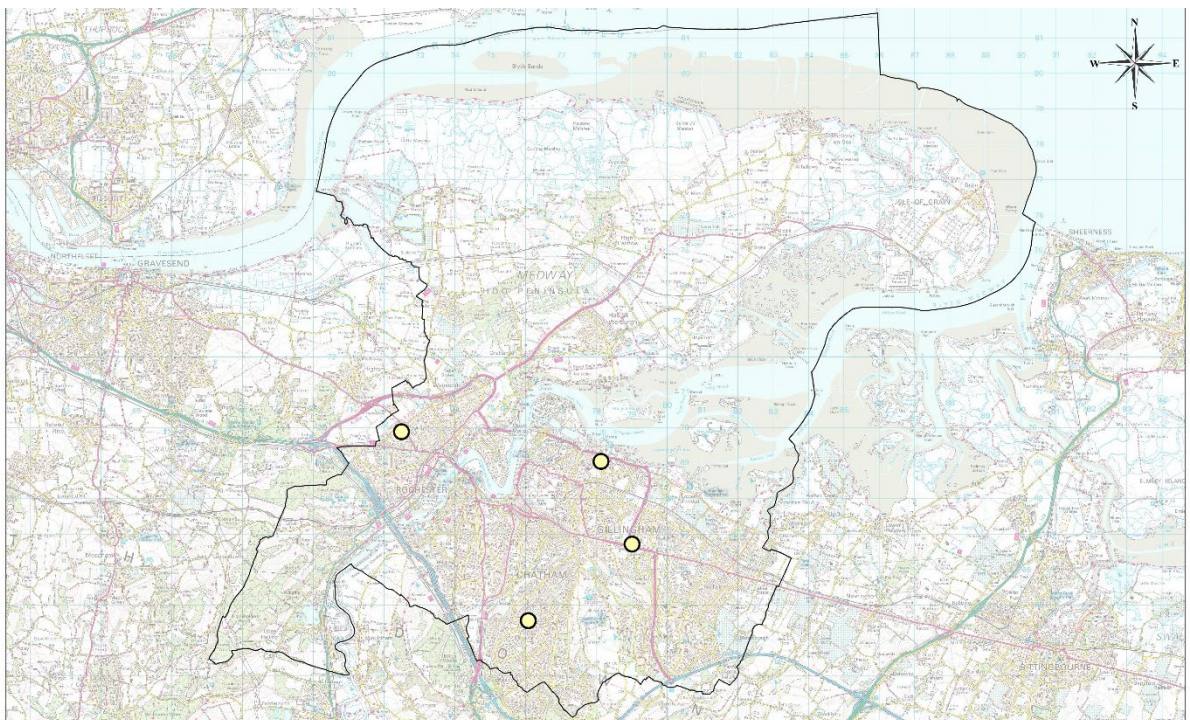


Primary and Secondary Schools

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Medway
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Scale: 1:125000 03/06/25
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Figure 5: Map of primary and secondary schools, Source Medway Council



Special Schools

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Figure 6: Map of SEND provision in Medway, Source: Medway Council

Further education	
Lead Agency	<ul style="list-style-type: none"> • Mid Kent College • Medway University Technical College • Medway Adult Education • Independent Training Providers
Evidence base	<ul style="list-style-type: none"> • Kent & Medway Area Review 2017 (further education), Department of Education
Context	<p>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.</p> <p>Within Medway, further education services come through a range of providers, including sixth forms and colleges, as well as independent providers. Specifically, there are 20 sixth forms and 2 further education colleges in Medway (UTC and Mid-Kent College).</p> <p>In 2009 Mid Kent College developed and opened a new campus at Chatham Maritime adjacent to the universities of Medway campuses costing £86 million⁴. This campus has c.3,000 students and provides level 2, 3 & 4 qualifications, and apprenticeships with specialisms in construction and engineering. 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).</p> <p>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.</p>
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

⁴ <https://www.midkent.ac.uk/about/>

	<p>aspirations and demands. As a result of national trends in apprenticeships and university admissions, in recent years Medway has seen slightly lower trends in apprenticeship starts, however⁵ 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.</p> <p>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.</p>
Proposed infrastructure	<p>No specific infrastructure interventions have been identified through the local plan preparation process in regard to either the further education colleges or sixth forms. However, Medway continues to support this sector through the Medway 2037 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.</p> <p>The delivery of further education services such as apprenticeships is expected to be undertaken as developer obligations 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.</p>
Funding	<ul style="list-style-type: none"> • Developer contributions • Education and Skills Funding Agency • Medway Council Capital Funding • Shared Prosperity Fund

⁵ <https://www.gov.uk/government/statistical-data-sets/fe-data-library-apprenticeships>

	<ul style="list-style-type: none"> • Get Britain Working Funding
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Higher education	
Lead Agency	<ul style="list-style-type: none"> • University of Kent • University of Greenwich • Canterbury Christ Church University
Evidence base	<ul style="list-style-type: none"> • University of Kent Strategy 2025 • University of Greenwich Strategy 2030 • Canterbury Christchurch University Vision 2030
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 ⁶ . Medway is home to three universities (Canterbury Christ Church University, University of Kent and University of Greenwich) all located at Chatham Maritime and are satellite campuses of Canterbury Christ Church University and University of Kent at Canterbury and University of Greenwich at Greenwich. In total there are over 7,000 students on campus in Medway ⁷ , alongside over 1,800 purpose-built student accommodation spaces.
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

⁶ <https://www.officeforstudents.org.uk/>

⁷ <https://www.wearemedway.co.uk/learn/universities-at-medway/>

	creation of start-up space. One such initiative is the new Chatham Docking Station by the University of Kent. This £13.5m Institute of Cultural and Creative Industries will transform the Grade II-listed Police Section House – overlooking The Historic Dockyard Chatham – into a new creative digital hub for the university by 2026 ⁸ .
Funding	<ul style="list-style-type: none"> • Universities • Public sector capital investment e.g. One Public Estate, Cultural Development Fund, National Lottery Heritage Fund, Levelling UP Fund, Future High Street Fund and financial support from Trusts and Foundations

3.4 Utilities & Waste

3.4.1 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

3.4.2 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	<ul style="list-style-type: none"> • Southern Gas Networks • National Gas Transmission
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 now managed and maintained by National Gas Transmission, having been sold by National Grid while the local network is split up into eight networks (Scotland, Northern, Northwest, West Midlands, East of England, North

⁸ [ps://www.kent.ac.uk/institute-cultural-creative-industries/dockingstation](https://www.kent.ac.uk/institute-cultural-creative-industries/dockingstation)

	<p>London, Southern, Wales and West) managed by four companies (SGN, Northern Gas Networks Limited, Cadent Gas and Wales & West Utilities Limited). The local distribution network is where pressure is reduced for public use, 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.</p>
Quality & capacity review	<p>Medway has one of just 25 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 expansion⁹. 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. The site occupies over 600 acres, 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 odourised using a proprietary compound before supply to consumers.</p> <p>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 purpose-built LNG unloading jetties on the River Medway and 2 cryogenic pipelines that connects jetties to the storage tanks. The current annual capacity is 15 million tonnes of LNG – equivalent to 20% of UK gas demand, alongside 1 million cubic metres of tank space¹⁰. The Grain terminal capacity is booked until 2029/30, with no further primary capacity available until then.</p> <p>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</p>

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<http://grainlng.com/>10 <https://www.nationalgrid.com/national-grid-ventures/grain-lng/who-we-are>

Proposed infrastructure	<p>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. There are good opportunities to develop the low carbon economy. 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.</p> <p>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.</p>
Funding	<ul style="list-style-type: none"> • Southern Gas Networks Capital Funding • Private investment • BEIS support for heat networks, e.g. the <u>Heat Networks Delivery Unit</u> • OFGEM Strategic Innovation Fund <p>The total funding required for the proposed projects 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.</p>

Electricity	
Lead Agency	<ul style="list-style-type: none"> • UK Power Networks • National Grid Electricity Transmission
Evidence base	<ul style="list-style-type: none"> • UK Power Networks - Long Term Development Statement (2023)

	<ul style="list-style-type: none"> UK Power Networks – Network Development Plan (2023)
Context	<p>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 Electricity Transmission. National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses. Distribution is the lower voltage connections to residents and businesses operated by different providers across the country; in Medway it is operated by UKPN.</p> <p>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 (805MW for Damhead) 3GW. This represents almost half of the installed capacity for the South East region and 5 per cent of the UK.</p> <p>Damhead Creek has planning permission for a significant phased expansion in generating capacity, which was due to commence in 2024/25. 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.</p> <p>The local distribution network will be the focus for the IDP. Electrical supply is provided locally through access to substations. Within Medway there are 13 substations located across the authority and operated by UK Power Networks.</p>
Quality & capacity review	<p>UKPN have indicated that there is sufficient capacity in the system to meet the needs of the planned growth. Upon review of the long-term development statement for Medway no projects have been identified for development based on the growth proposals provided. Similarly to gas infrastructure the 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</p>

	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	<p>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.</p> <p>On Hoo specifically, the presence of electricity generating infrastructure suggests that this will not threaten the deliverability of growth in the area.</p>
Funding	<ul style="list-style-type: none"> • Customer recharge schemes • OFGEM Strategic Innovation Fund <p>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.</p> <p>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.</p> <p>New connections or reinforcement of existing infrastructure caused by new development are charged to the developers.</p>

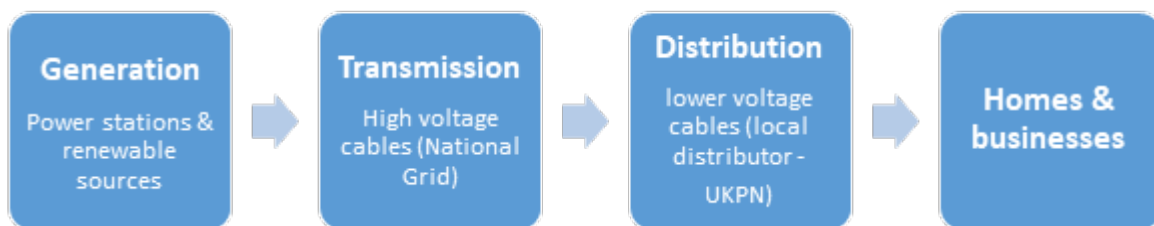


Figure 7: Overview of UK Electricity Network

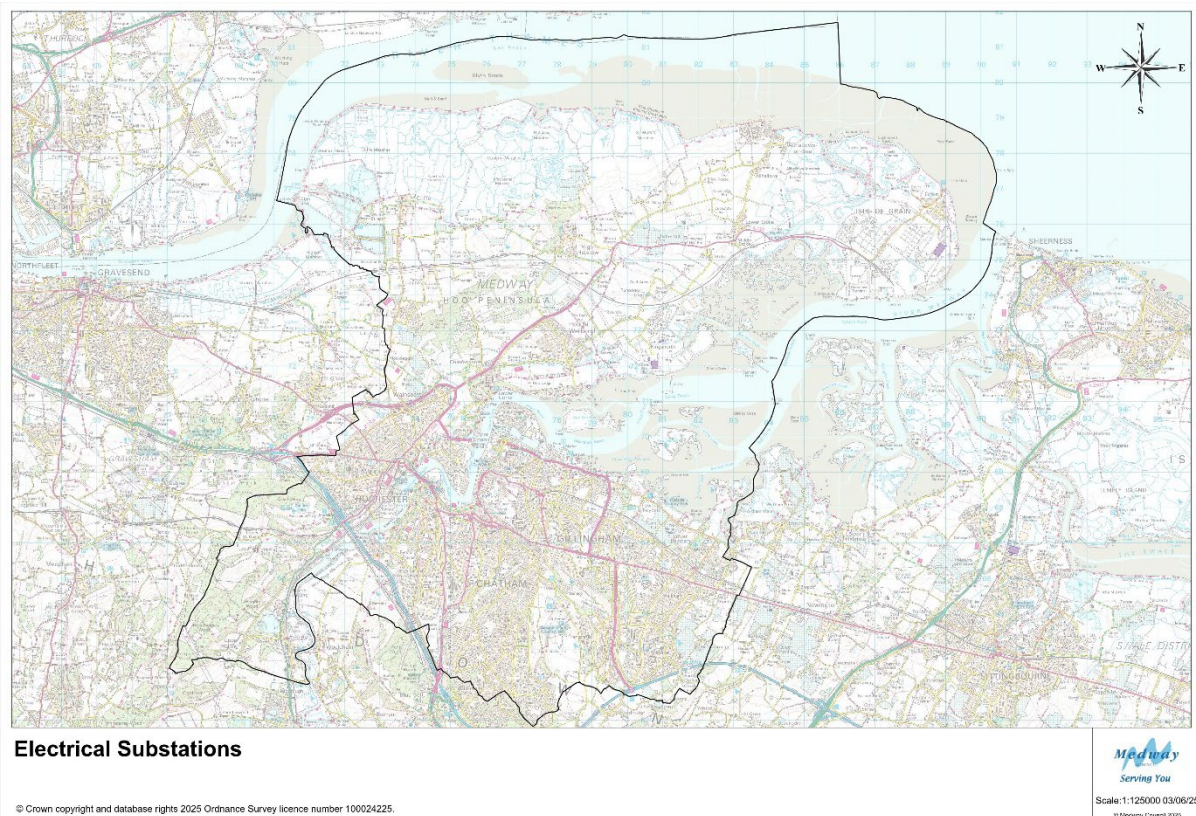


Figure 8: Map of Electricity Substations, Source: Medway Council

Other energy sources	
Context	The Future Homes Standard is a new energy efficiency standard for buildings that has been and continues to be set out in building regulations by government. 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. The future homes 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.
Quality & capacity review	At present Medway does not benefit from other energy sources.
Proposed infrastructure	Medway Council is exploring the potential for heat networks, and has commissioned studies to identify the scope for implementation on the Hoo Peninsula and sites in inner urban Medway, such as Chatham and Strood, connected to development and regeneration opportunities. Further work is assessing project development and funding.

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 Department for Energy Security and Net Zero, 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.
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Waste & Recycling	
Lead Agency	<ul style="list-style-type: none"> • Medway Council • Countrystyle Recycling Group • Medway Norse • Veolia Environmental Services
Evidence base	<ul style="list-style-type: none"> • Medway Council, Municipal Waste Management Strategy 2005-2020 (2006) • Waste Needs Assessment
Context	<p>Waste is split between Local Authority Collected Waste (LACW) (household) and commercial waste. The IDP will only focus on LACW as this is what Medway Council is responsible for as Waste Disposal Authority (WDA) and Waste Collection Authority (WCA) for household waste.</p> <p>As part of LACW, Medway Council has a statutory duty under the Environmental Protection Act (1990) to provide:</p> <ul style="list-style-type: none"> • Collections of waste from households. • Street cleansing • Provision of HWRCs to residents in its area. <p>The Council priority is to have a Waste Improvement Programme (WIP), part of which will include a Medway Waste Strategy (MWS). The MWS will respond to the Governments waste and recycling reforms and identify and appraise options for waste collection and disposal in Medway. An important part of the MWS will be engaging with Medway residents to understand their priorities and will include a review of waste containment. Reference to the MWS has been made in the One Medway Financial Improvement and Transformation plan (FIT), Food Waste Strategy Log Frame, and the Climate Change Action Plan.</p>

<p>Quality & capacity review (LACW waste only)</p>	<p>Medway council have contracts in place with private waste contractors for the transfer, haulage and disposal of kerbside recycling and residual waste. A procurement exercise was carried out in 2021/22 for the management of kerbside recycling which went live in October 2022. This contract was recently extended under Cabinet decision 57/2024 until 2026. A new procurement exercise will be carried out to manage this waste stream from 2026 onwards to comply with the Governments waste and recycling reforms (Simpler Recycling in England).</p> <p>Over the last five years, the overall rate of waste which is sent for recycling has stayed at around 42% and the overall rate of waste which is sent to landfill has declined to an average of 4%.</p> <p>Medway's three HWRCs receive approx. 200,000 visitors each year and are exclusively for the use of Medway residents. The HWRCs, located at Cuxton, Capstone and Gillingham, are accessible via an online booking system and only by people that drive a car. Of the three sites, the Gillingham site is the most popular followed by Capstone and then Cuxton. There are no HWRCs on the Hoo Peninsula with the nearest facility being Cuxton. The most popular site in Gillingham is restricted in terms of space and is the smallest of all the sites which presents challenges.</p> <p>Medway undertook a Waste Needs Assessment (WNA) (2020) for the plan period to 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 mid-2030s, however there is no planning requirement for an additional waste transfer station.</p> <p>The WNA identified that waste facilities in Medway have the potential 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. It is important to note that these Medway based processing facilities aren't necessarily available for the disposal of LACW due to the waste stream types accepted and sub-contracted service agreements.</p> <p>Residual LACW is sent to several privately owned energy recovery facilities with the primary energy from waste facility for LACW being Kemsley K3 EFW in Sittingbourne.</p> <p>There are no facilities in Medway for the processing of food waste using Anaerobic Digestion which is the Government preferred method for disposal of food waste.</p> <p>The waste fleet for the LACW is currently housed in the Pier Approach Road depot. This site needs to be replaced and</p>
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	<p>there is a current work stream to explore this, however, to date sites identified for a depot have been unsuitable.</p> <p>The Governments waste and recycling reforms (Simpler Recycling in England) came into force November 2023 and requires that:</p> <ul style="list-style-type: none"> • Consistency of the same set of materials collected at kerbside for recycling across England. • Separate collection of paper, glass, metal, plastic, garden waste and food (Subject to an assessment for Technical, Environmental, Economic and Practicability or TEEP). • All households (including flats) to receive collections similar to houses. • Collection of plastic films to be introduced in 2027 (other materials may follow dependent on legislation). <p>The MWS is expected to respond to Government waste reforms and outline how they will affect infrastructure requirements and collection regimes.</p> <p>Medway's current collection service is compliant with the current regulations with the exception of:</p> <ul style="list-style-type: none"> • Extension of food waste collections to flats (Project to become compliant due to be delivered March 2026). • Collection of plastic films (dependent on disposal capacity and contracts).
Proposed infrastructure	<p>The scale of proposed developments in Medway indicates the need for an additional facility to manage future LACW. However, no specific proposals for provision have been made at this time.</p> <p>In the meanwhile, the waste disposal for LACW is dealt with by private companies on a contract basis and Medway Council has limited control over final processing destination as this is based on available capacity and sub-contract agreements.</p> <p>In addition to the above, the Medway WIP and MWS will consider the infrastructure requirements and collection model for the future service delivery. It is important to point out that an essential part of LACW service delivery will be the requirement for a Council owned waste facilities to discharge its statutory duties. At present no sites are considered viable for development for this purpose, and such any waste infrastructure would require a minimum of four years to deliver</p>
Funding	<p>Funding for LACW waste is delivered through:</p> <ul style="list-style-type: none"> • Council revenue budgets.

	<ul style="list-style-type: none"> • Council capital budgets. • Developer contributions. • Payments to Local Authorities under the UK Extended Producer Responsibility Packaging reforms. <p>No estimate has been provided yet by Waste Services of proposed infrastructure to meet the needs of LACW, however this will become clearer during the MWS.</p>
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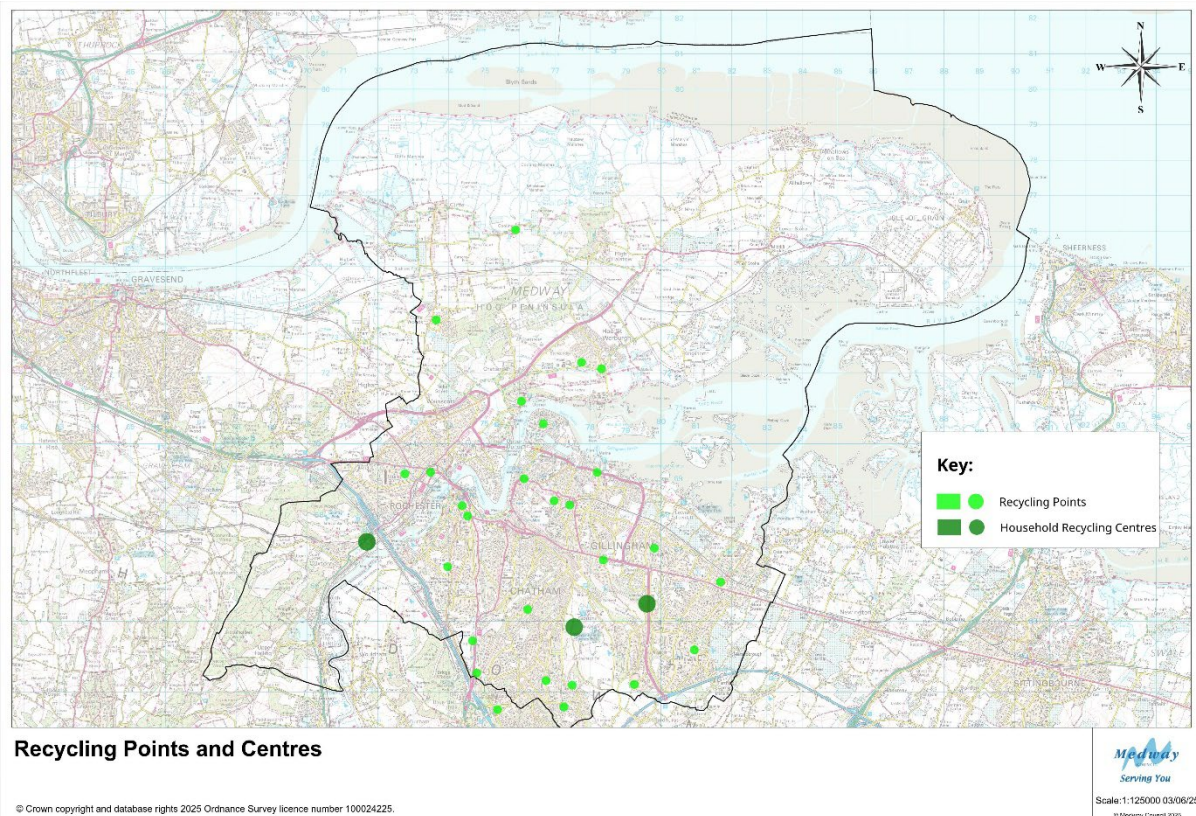


Figure 9: Map of Recycling Points and Centres, Source: Medway Council

Water supply	
Lead Agency	<ul style="list-style-type: none"> • 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 2025-2075
Context	Two water companies operate within Medway (Southern Water and South East Water). The majority of supply to the authority

	<p>area is provided from Southern Water. South East Water only supply water to Halling in the south west corner of the authority.</p> <p>Generally, the authority falls within an area of serious water stress. This means that there is generally a lack of water provided through rainfall for the present and future household demand¹¹. It is important to ensure that the amount of water we take from the environment does not outstrip the rate at which it is replaced.</p> <p>In Medway supply is split between groundwater and watercourse. The majority of the supply is from groundwater sources (75%), the rest comes from the River Medway, some of which is stored in Bewl Water Reservoir and released back into the Medway where it is abstracted. 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% groundwater¹². With a total production capacity of 238 million litres of water per day across Kent, Southern Water operates:</p> <ul style="list-style-type: none"> • 30 Groundwater water supply works • 1 Surface water supply works <p>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 five reservoirs, and treats water at 93 treatment works across its area¹³. Water is also transferred by pipeline from Medway to Thanet, and from Medway to Hastings.</p>
Quality & capacity review	<p>The Environment Agency (EA) has identified that by 2050, almost 5 billion extra litres of water will be required every day, to maintain public water supplies in England. More than half of that need is in the South East. The main driver in the South East is what the EA defines as "Environmental Destination", which means improving and enhancing the natural world by taking less for public supplies, whilst also planning for high levels of population growth, climate change and expected future droughts.</p> <p>Taking more water from rivers, lakes and underground sources would be harmful to wildlife, so water companies need to look at ways of using water wisely to help limit the amount taken from the environment for public supplies. Using water wisely means minimising leakage from pipes and maximising water</p>

¹¹ <https://www.gov.uk/government/publications/water-stressed-areas-2021-classification> p.6

¹²

<https://www.southernwater.co.uk/about-us/our-plans/water-resources-management-plan/>

¹³ <https://www.southeastwater.co.uk/about/our-plans/drought/>

	<p>efficiency in homes and businesses but it also means looking at new ways of using and recycling the water available.</p> <p>Water resource management plans need to anticipate population growth and climate change in order to secure water resources for customers for the next 50 years. Water resource planning is strategic across regional needs and attributes, so it cannot be fully described per local authority district boundary.</p> <p>Southern Water's draft Water Resources Management Plan¹⁴ (WRMP) looks ahead to create new sources of water and reduce leakage. Plans aim to reduce leakage by 15% by 2025, 40% by 2040 and 50% by 2050. But reducing leakage and improving water efficiency won't solve the water shortfall we face across our region. Using water wisely means minimising leakage from pipes and maximising water efficiency in homes and businesses but it also means looking at new ways of using the water we have available. This includes the highly treated wastewater that, currently, we waste by pumping it out to rivers or the sea – only to take it again further along the water cycle to be treated and supplied to customers.</p> <p>Southern Water held a further public consultation on their draft Water Resource Management Plan (WRMP 2024) in late 2024. Following the close of this consultation, all of the feedback will contribute to a revised draft WRMP in 2025.</p>
Proposed infrastructure	<p>The north Kent marshes and estuaries are important natural wetlands and designated as a SPA, Ramsar site, SSSI, and Marine Conservation Zone (MCZ) with its mix of fresh and sea waters providing a fertile environment for wildlife, particularly invertebrates, fish, and birds. 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.</p> <p>Southern Water's 30million upgrade of Bewl Reservoir is underway. This will keep the reservoir safe and protect against the effects of climate change. Longer term strategy is to expand the reservoir, subject to WRMP and business plan approval.</p> <p>Southern Water also plans to take some of the treated wastewater and treat it to a much higher standard so it can be used as a source for drinking water supplies – following treatment to strict UK drinking water standards enforced by the Drinking Water Inspectorate. Southern Water's proposed Aylesford Water Recycling Project Water would be capable of</p>

¹⁴ <https://www.southernwater.co.uk/about-us/our-plans/water-resources-management-plan/>

	<p>producing up to 14 million litres of purified recycled water a day, leaving more water in the River Medway during a drought. Construction could start in 2027 with the water recycling plant operational by 2031. As part of the demand management strategy needed across Medway, Southern Water continues to work towards increasing the proportion of metred households from 88% to 95%, as unmetered households use 25% more water.</p> <p>Catchment Resilience plans include:</p> <ul style="list-style-type: none"> • Protecting the environment by ensuring abstractions are sustainable and enhancing biodiversity • Protecting water quality and the environment by working with stakeholders including agriculture • Safeguarding our drinking water supplies by making our catchments more resilient • Working with Catchment Partnerships <p>Southern Water may have to provide additional infrastructure to serve new and existing customers or meet stricter environmental standards in Medway. Standards of wastewater treatment are determined by the Environment Agency through the environmental permitting process.</p> <p>Statutory water companies must undertake a series of checks and then plan investment in line with water industry funding routes and cycles. The planning system has a role in seeking to ensure the combined impacts of urban creep and climate change protect the quality of the water environment.</p> <p>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.</p>
Funding	<p>Environment Agency consideration of impacts to the receiving environment, and Ofwat approval and funding mechanisms. Where consulted, Southern Water will assess capacity for proposed development at local plan stage and re-assess capacity during the planning application process. In addition, we monitor local authority 5-year housing land supply data feeding this into our asset investment planning.</p> <p>Any reinforcement is planned, delivered and funded through two main mechanisms – one relates to ‘network’ capacity, the other to more strategic investment, in this example for wastewater treatment process (quality and capacity):</p> <ul style="list-style-type: none"> • Any upgrades (reinforcements) that are needed on the network, specifically to accommodate new development, are funded through the infrastructure charge to developers.

	<ul style="list-style-type: none"> Wastewater Treatment Works (WTWs) treat wastewater collected from homes and businesses within their 'catchment' via a network of connecting pipes and pumping stations. WTWs are significant assets and represent strategic infrastructure. Upgrades to WTWs are funded through the water industry's 5 yearly investment plan which sets out spending requirements over the next 5-year period (AMP) using customer generated income. Upgrades to enhance treatment quality are determined by the Environment Agency as part of the Water Industry National Environmental Programme (WINEP).
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Wastewater	
Lead Agency	<ul style="list-style-type: none"> Southern Water
Evidence base	<ul style="list-style-type: none"> Southern Water Business Plan (2025-30) Southern Water Drainage Action Plans – Whitewall Creek & Motney Hill Southern Water – Drainage and Wastewater Management Plan Motney Hill Wastewater System Plan Kent Water for Sustainable Growth Study (Kent County Council, May 2017)
Context	<p>Southern Water is the statutory wastewater undertaker for the whole of Medway. It operates three wastewater treatment works (WwTW) servicing the district - Whitewall Creek, Stoke and Motney Hill WwTW. Investment has been underway at both Motney Hill and Whitewall Creek WwTWs. The Local Planning Authority area is served by a network of both foul and combined sewers. Locations of significant combined system include the towns of Gillingham, Grain, and north Chatham.</p> <p>The central purpose of Drainage and Wastewater Management Plans (DWMPs) is to plan for future climates and population while reducing storm overflows, flooding and pollution for the benefit of customers, communities and businesses and to protect and improve the water environment. Although many of these factors relate to growth and local planning for this, a number of outcomes relate to operational interventions to improve areas of performance, at times mitigating the impacts of behaviours as well as those of our changing climate.</p>

	<p>The DWMP¹⁵ process involved extensive consultation that included local authorities and the Environment Agency amongst others. The outcomes of the DWMP process were concluded and fed into investment proposals submitted for Ofwat approval as part of the 5-yearly draft business plans.</p> <p>All water companies now await Ofwat's final determination for 5-yearly business plans. Once published, we will be in a position to confirm strategic infrastructure delivery (as it is planned through this process).</p>
Quality & capacity review	<p>In April 2020 Southern Water provided Medway Council with detailed analysis of network capacity opportunities and constraints in relation to proposed housing allocations using a combination of WPS hydraulic risk scores, catchment level hydraulic risk scoring, and regional hydraulic risk scoring.</p> <p>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. 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.</p>
Proposed infrastructure	<p>Southern Water is completing £5m of work at Whitewall Creek WwTW to provide additional storm storage capacity at the site to help reduce storm overflows. Also due to start in 2027 is a project to expand the treatment capacity at the works to allow for future growth. With a provisional completion date of 2030, this project represents investment of £23m in value.</p> <p>At Motney Hill WwTW Southern Water is progressing £10m of work to provide additional storm storage capacity at the site to help reduce storm overflows. This work is due for completion by March 26. Further work to reduce storm overflows from the site is underway across the sewerage catchment, including provision of sustainable urban drainage solutions. Southern Water will complete investigations by 2027 to determine the best solutions for the catchment, with delivery due for completion by 2035. Expansion of the treatment capacity at Motney Hill works is due to start from 2029 to allow for future growth. This work is currently valued at £37m with completion due in 2032.</p>
Funding	<p>Statutory water companies must undertake a series of checks and then plan investment in line with water industry funding</p>

¹⁵ <https://www.southernwater.co.uk/about-us/our-plans/drainage-and-wastewater-management-plans/>

	<p>routes and cycles. Where consulted, Southern Water will re-assess capacity in relation to proposed development during the planning application process and any capacity constraints will be managed through the current regulatory funding mechanisms for the reinforcement of our wastewater infrastructure. Upgrades are planned, delivered and funded through two main mechanisms – one relates to ‘network’ capacity, the other to wastewater treatment process (quality and capacity):</p> <ul style="list-style-type: none"> • Any upgrades (reinforcements) that are needed on the network, specifically to accommodate new development, are funded through the new infrastructure charge to developers¹⁶. • Wastewater Treatment Works treat wastewater collected from homes and businesses within their ‘catchment’ via a network of connecting pipes and pumping stations. WTWs are significant assets and represent strategic infrastructure. Upgrades to WTWs are funded through the water industry’s 5 yearly investment plan which sets out spending requirements over the next 5-year period (AMP) using customer generated income. Where upgrades will enhance treatment quality, this is determined by the Environment Agency where it issues new environmental permits and as part of the Water Industry National Environmental Programme (WINEP). <p>There is an opportunity to work in partnership with Local Planning Authorities and through well evidenced policy making, help ensure that new connections to the sewer are sensibly managed. Preventing connections of surface water to foul or combined sewer networks will be key to safeguarding the capacity and effective operation of the public sewage network into the future.</p>
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¹⁶ <https://www.southernwater.co.uk/building-and-developing/our-services/water-services/connecting-charging-arrangements/>

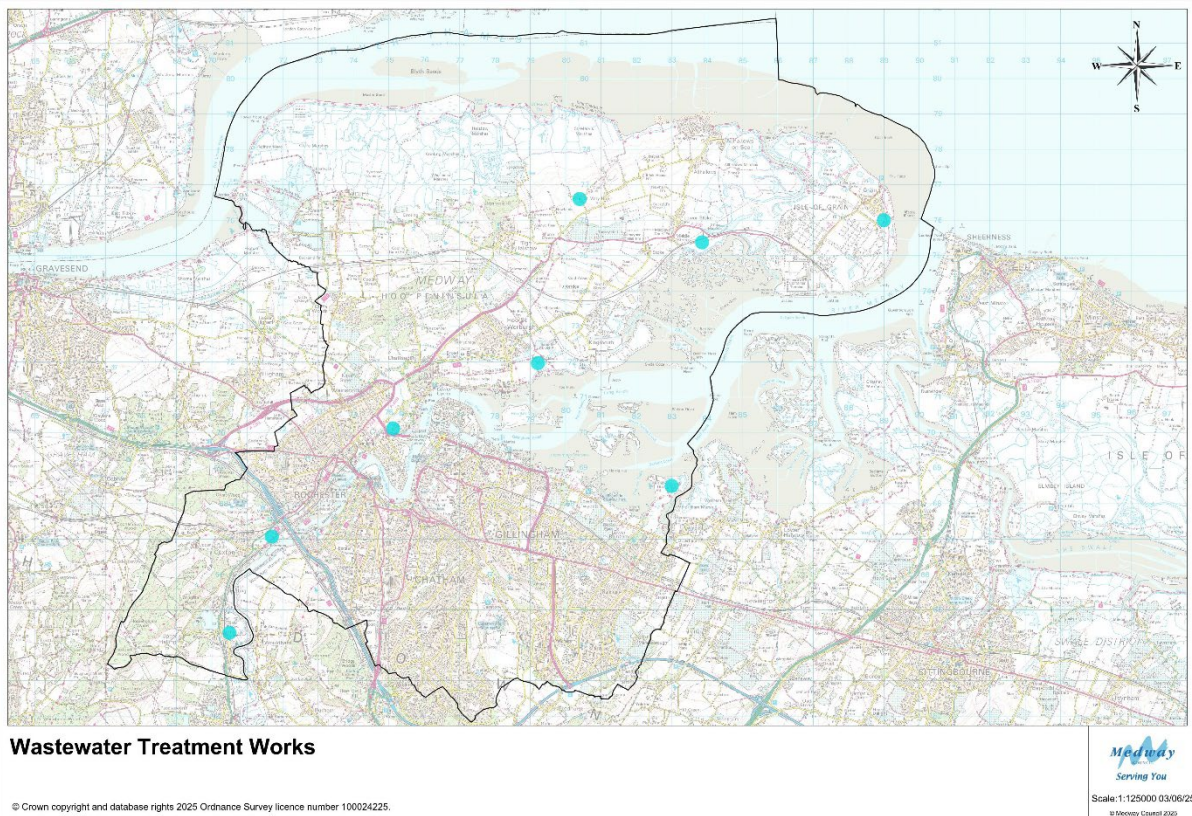


Figure 10: Map of Wastewater treatment works in Medway, Source: Medway Council

Smart infrastructure	
Lead Agency	<p>Mobile:</p> <ul style="list-style-type: none"> • O2, EE, Vodafone & Three <p>Broadband:</p> <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	<p>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, Medway 2037 regeneration agenda and Culture and Tourism strategies. 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</p>

	<p>cameras, new buildings and electric vehicles could all carry the technology required.</p> <p>Digital and smart infrastructure includes a wide variety of aspects from communications to smart technology - in other words, infrastructure that responds intelligently to changes in its environment and user demands to achieve an improved performance.</p> <p>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 area that offers a competitive base for businesses and excellent telecommunications services for residents.</p>
Quality & capacity review	<p>Data suggests that Medway has relatively strong broadband coverage, 98% of houses being able to get superfast broadband¹⁷. 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%.</p> <p>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%. To combat this, CityFibre are in the processing of deploying full fibre in Medway to over 90,000 premises, 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.</p> <p>Mobile phone connections are provided by EE, Vodafone, O2 and Three¹⁸. Ofcom data suggests that mobile phone coverage in Medway is universal¹⁹. 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</p>

¹⁷ <https://labs.thinkbroadband.com/local/E06000035>

¹⁸ <https://checker.ofcom.org.uk/mobile-coverage>

¹⁹ <https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-2018/interactive-report>

	<p>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.</p>
Proposed Infrastructure	<p>The Government has announced a new £5Bn Rural Gigabit Connectivity Programme. 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 Review²⁰.</p> <p>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.</p> <p>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.</p> <p>Plans for telecommunications/broadband provision in new developments are generated early on in the process and are outlined during the planning application stage. Most potential 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.</p> <p>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 capacity²¹. Openreach are committed to building the best digital future for the UK, with an ambitious plan to deliver Full Fibre broadband to 25 million homes and businesses by 2026. They intend to keep building after that - to as many as 30 million premises by the end of the decade – assuming the conditions for investment are still supportive²².</p>
Funding	<p>Projects will be delivered through a combination of funding from the following sources:</p>

²⁰ <https://www.gov.uk/government/publications/future-telecoms-infrastructure-review>

²¹ <https://www.ofcom.org.uk/phones-telecoms-and-internet/information-for-industry/telecoms-industry-guidance/newibuild-investment#17>

²² <https://www.openreach.com/fibre-broadband/where-when-building-ultrafast-full-fibre-broadband>

	<ul style="list-style-type: none"> • Developer funding (build costs) • Internet and mobile phone provider funding • BDUK Funding <p>Due to the 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.</p>
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Electric Vehicle (EV) charging	
Context	<p>The Government is planning to phase out sales of new petrol and diesel cars from 2035 and supporting zero emission transition²³.</p> <p>Medway EV Strategy 2022 – 2030 sets out how the Council will guide delivery of public charging infrastructure for EVs up until 2030. The underlying aim of the strategy is to enable all residents and businesses to switch to EVs, ahead of the above-mentioned phase out of sales of new petrol and diesel vehicles.</p>
Quality & capacity review	<p>To enable this transition and incentivise a greater uptake in electric vehicle 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. There are over 44 electric vehicle charging points in 3 council-owned car parks in Medway. Medway EV Strategy 2022 - 2030 highlights that Medway would need in excess of 1500 charge points across the borough.</p>
Proposed Infrastructure	<p>Working with the Energy Savings Trust Medway Council submitted a funding bid to LEVI, and have successfully been awarded £2.1m to deliver an on-street EV charging infrastructure in Medway. The Council has also completed a survey of the local area and assessed potential charge locations suggested by residents. Installations are expected to begin in late 2025²⁴. 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</p>

²³ <https://www.gov.uk/government/consultations/phasing-out-sales-of-new-petrol-and-diesel-cars-from-2030-and-supporting-the-zev-transition>

²⁴ https://www.medway.gov.uk/info/200161/travel/1130/electric_vehicle_ev_charging_points_in_medway

	Council. The One Medway Council Plan has a commitment for 750 publicly available charge points by 2028.
Funding	The Council will not be required to provide any funding for this opportunity. The project will operate under a Concessionary Contract over a 15–20-year period, with bay rental and a revenue share per kW of energy vended once a threshold has been met. Investment will also be provided from the successful Charge Point Operator that is awarded the tender. Further investment in private charging infrastructure in new development will be delivered under developer obligations and has been tested for viability.

3.5 Health & Social Care

Lead Agencies and organisations	<ul style="list-style-type: none"> • Kent and Medway Integrated Care Board • Medway NHS Foundation Trust (Maritime Hospital) / Medway Maritime NHS Trust • South East Coast Ambulance Service • Kent and Medway NHS and Social Care Partnership Trust • Medway Council Public Health • Medway Council Adult & Children Social Care • Medway and Swale Health and Care Partnership • Kent Community Health Foundation Trust • HCRG Care Group • Medway Community Healthcare CiC • NHS England
Evidence base	<ul style="list-style-type: none"> • Kent and Medway Estates and Infrastructure Strategy 2024 – 2034 • Comprehensive Reference Document to Kent and Medway Estates and Infrastructure Strategy • Medway Adult Social Care Strategy (2021-2025) • KCC, NHS & Medway Council, STP, Transforming health & social care in Kent & Medway (2016) • Kent and Medway ICB Primary Care Strategy 2024, Sustainable Local Care Five Year Plan • Health and Care Partnership Estates Strategy 2024 - 2029

	<ul style="list-style-type: none"> • Medway NHS Foundation Trust, Clinical Strategy 2024-2027 • Medway Foundation Trust, People Strategy 2024-27 • Medway Foundation Trust, Quality Strategy 2024- 27 • Medway Joint Local Health & Wellbeing Strategy 2024-2028 • Medway Pharmaceutical Needs Assessment (2022)
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Healthcare	
Context	<p>Local authorities are responsible for improving the health of their local population and for public health services. NHS Kent & Medway Integrated Care Board (ICB) and Medway & Swale Health and Care Partnership (HCP) work alongside a wide range of other NHS organisations such as, but not limited to, the Medway NHS Foundation Trust, Kent Community Health Foundation Trust, HCRG Care Group, Medway Community Healthcare CiC and Kent and Medway NHS Social Care Partnership Trust.</p> <p>A number of voluntary and community organisations in Medway also provide specific services or contribute to local health and care provision.</p> <p>Public health has not been considered in the IDP as there is limited physical infrastructure required. However, they do provide information and education to help change behaviours that may require a developer contribution on certain forms of development.</p> <p>Kent and Medway ICB is responsible for planning and buying healthcare services to meet the needs of the 2 million people living in Kent and Medway. This includes a wide range of services including mental health, urgent and emergency care, elective hospital services, community care and delegated commissioning responsibility from NHS England for commissioning of primary care (general practice, pharmacy, optometry and dental).</p> <p>Primary care networks include groups of general practices working together, and in partnership with community, mental health, social care, pharmacy, hospital and voluntary services in their local area, to offer more personalised, coordinated health and social care to the people living in their area. There are 11 primary care networks in Medway and Swale (made up of 47 GP practices), Medway contains 9 networks, each serving between 30-50,000 patients: Gillingham South, Medway Central, Medway Peninsula, Medway South, Medway</p>

<https://app.powerbi.com/view?r=eyJrljoiZTEwODNkOTItZjVmYS00OTNjLWJhNDktNjdkYTROIjY3Njg4IiwidCI6IiM3YzY3M1NGIyLTQ1YiAtNDdmNS1iMjY3LTQ3Y3Y3Q3ZDc3NGVIMyJ9>

	<p>of limited funds, resources and assets and support the developer contributions process. Through the use of SiDM, further work will be undertaken to define our estate capacity as our population grows and as the demand for healthcare changes.</p> <p>The acute hospital site in Gillingham (Medway Maritime Hospital) already has some notable capacity issues as evidenced by Medway NHS Foundation Trust's annual report²⁸. The Trust has set out its clinical strategy, which was approved by the Board in 2024, and is in the process of preparing its Estate Strategy, which is due to be approved later in 2025. This will set out the Trust's plans to develop and improve its estate ensuring the hospital continues to provide quality health and care services to the local population and beyond.</p> <p>There are four Healthy Living Centres which host a variety of primary, community and diagnostic services at Lordswood, Rochester, Rainham and Gillingham. It is recognised that utilisation rates within these centres have decreased and are currently poor, with considerable void (unused) space - 10% in Gillingham raising to 20% in Rainham. This is primarily due to recent increases in service charges and other significant costs relating to inflation, plus the fact that rent for these buildings also includes funding to manage backlog maintenance, rather than let it grow which has historically been the case in many other NHS and public sector buildings. This is not a localised issue. The Peninsula and Strood do not currently have community health facilities, further detailed assessments will be required to define requirements in these localities.</p> <p>The 2022 Pharmaceutical Needs Assessment found that overall, there is good pharmaceutical service provision in most of Medway from Monday to Friday. The majority of residents can access a pharmacy within a 20-minute walking distance and there is adequate choice of pharmacy. Most of the patients who live in the rural areas can access a community pharmacy by bus or within a 20-minute car drive if necessary. The document did not identify specific requirements for upgrades to pharmacy services in Medway at present, however there are proposed future housing developments across Medway which will mean that these areas will need to be reviewed on a regular basis to identify any significant increases in pharmaceutical need. The document identified the need for Medway Council to liaise with charities such as wHoo Cares to improve access to pharmacies on the peninsula. It is however noted the pharmacy delivery services are becoming more common which is generally provided for free of charge for</p>
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²⁸ <https://www.medway.nhs.uk/app/app-uploads/2024/09/Annual-Report-and-Accounts-2023-24.pdf>

	<p>patients who are housebound, elderly or vulnerable although some pharmacies charge for this service.</p>
Proposed infrastructure	<p>NHS Kent and Medway ICB is undertaking a review of the proposed Local Plan growth in order to assess the impact on primary, community and acute healthcare in order to inform infrastructure requirements. Through the ongoing engagement between Medway Council and the ICB, the ICB assessments will identify the key workstreams and requirements to be defined in the Infrastructure Delivery Plan.</p> <p>Funding has been secured, and work has commenced to deliver a new Healthy Living Centre in the Pentagon Centre in Chatham, which will provide purpose-built space for two general practices as well as a comprehensive array of community health, outpatient clinics, and other health and care services, making services more accessible to the local population. It is due to be completed in autumn 2025.</p> <p>The Medway Community Diagnostic Centre (CDC) opened at the Rochester Healthy Living Centre in August 2023 on a phased basis. The first phase enables patients to access a range of ultrasound scans as well as respiratory and cardiology services such as echocardiograms (ECGs). The second phase, due to be completed by the end of 2025, and will include CT (Computed Tomography) and MRI (Magnetic Resonance Imaging) scans. CDCs increase diagnostic provision in the community, offering patients a range of diagnostic tests closer to home reducing the need for hospital visits and potentially expediting the start of treatment. Any development in the Lordswood and Hempstead areas will need to be strategically assessed to understand the healthcare impacts of these developments alongside proposed development in Lidsing in the Maidstone Borough Council area.</p> <p>Through the One Public Estate agenda, and where appropriate, NHS Kent and Medway would wish to explore the potential to co-locate health and care services in the community, with other appropriate services and facilities that improve population health and wellbeing. This includes reviewing existing facilities regardless of whether these are owned/leased by the NHS or other agencies; extension of existing facilities where appropriate and the construction of new multi-occupancy facilities where this is warranted.</p> <p>Acute services are currently delivered from Medway Maritime Hospital in Gillingham, which serves Medway and some residents of Swale. Services are currently stretched and the anticipated increase in the local population of both Medway and Swale will not be able to be accommodated within the existing infrastructure. Although there are no plans to bring forward a new hospital within the plan period, the Medway</p>

NHS Foundation Trust is currently working to produce a long-term estate strategy that will aim to set out the development needs to support delivery of services for a growing population. These, in the main, are likely to be focused on the current Medway Hospital site.

A key strand underpinning the Trust's clinical and estates strategies is a fully integrated development control plan which aims to enhance site access and connectivity, both internally and externally. There are a number of services on the acute site which do not need to be there and as part of the Trust strategy, plans will be developed to deliver these in the community, freeing up space on the acute site. This will require major capital and revenue investment.

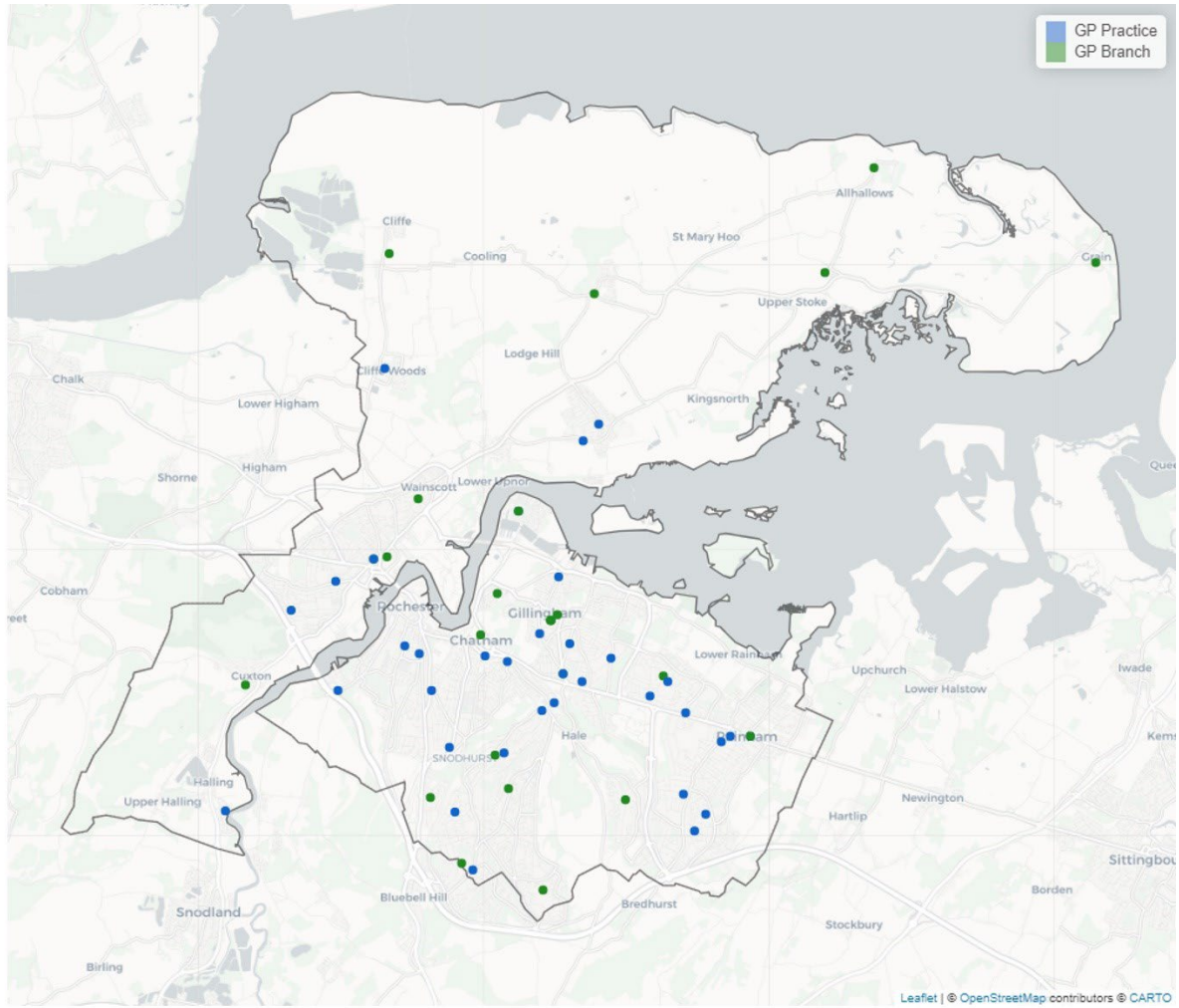
There may be a need to provide temporary health provision to bridge the gap between the first residents taking up occupation and permanent health facilities being provided. This, coupled with the existing pressures on GPs in the surrounding communities, will need to be considered in the phasing of new developments.

A Health Impact Assessments will be a required from developers as specified in the Health Impact Assessment Guidance to assess how new developments may affect the health and wellbeing and/or impact health inequalities for those living in Medway, and the intention is for developers to provide Health Facilities Strategies alongside planning applications for large scale developments. 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 forward, 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 2021 and 2041, 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 Review²⁹, 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

²⁹ <https://www.england.nhs.uk/wp-content/uploads/2020/11/diagnostics-recovery-and-renewal-independent-review-of-diagnostic-services-for-nhs-england-2.pdf>

	could lead to fundamental shifts in the delivery of healthcare services in Medway.
Funding	<ul style="list-style-type: none"> • Department for Health and Social Care Funding • Developer contributions <p>Historically in Medway planning obligations have been secured by Kent & Medway ICB with a focus on primary care infrastructure due to the direct impact population growth has on a practice list size and premises requirements based on the requirements of Medway Council's Medway Guide to Developer Contribution and Obligations.</p> <p>The ICB have developed a Developer Contributions Guide which seeks financial contributions for example through s106 and/or facilities/land from developments to mitigate the impact of growth on infrastructure and services including, but not limited to:</p> <ul style="list-style-type: none"> • Primary and Community Care • Acute (Secondary) Care • Mental Health <p>The ICB will request contributions to create additional capacity in health care services resulting from the development or alternatively where a strategic solution is required, detail the requirement for new premises either to replace existing premises or provide additional capacity.</p> <p>Contributions are modelled using the Social Infrastructure Demand Management tool (SidM) It follows the principles of the Healthy Urban Development Unit which has been set up to assist in the infrastructure development for health and is widely used nationally.</p> <p>Medway Council and the NHS will continue to engage with developers to secure appropriate contributions to meet health infrastructure needs.</p>



GP Surgeries and Branches in Medway Local Authority District

Sources: Office for National Statistics licensed under the Open Government Licence v.3.0, NHS Organisation Data Service
 Contains OS data © Crown copyright and database right 2024
 Produced by: Medway Public Health Intelligence Team

Figure 11: Map of GP Surgeries and Branches in Medway

Social care	
Context	<p>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 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.</p>
Quality & capacity review	<p>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. In Medway it is anticipated that the percentage of residents aged over 65 will increase by 24% by 2040, representing an additional 11,400 number of people. An even larger increase of 55% is predicted in the 85+ cohort, representing an additional 3,100 people. The number of people in Medway aged 65 and over with dementia is expected to increase by over 46% between 2019 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</p>

	<p>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 long term support to over 3,500 adult residents with care and support needs.</p> <p>Setting aside the issue of care services, which would not qualify as infrastructure for the purposes of plan making or S106 contributions, the Local Housing Needs Assessment 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.</p>
Proposed infrastructure	<p>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.</p> <p>Medway's Adult Social Care Strategy 2021-2025 demonstrates the need for considerable investment in older persons nursing and extra care accommodation as well as supported accommodation for clients with learning disabilities.</p>
Funding	<p>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.</p>

3.6 Community & Cultural Facilities

- 3.6.1 Community and Cultural Infrastructure is a collective term for the facilities and services that help people live better lives. The delivery of good community infrastructure is not just about the delivery of the facilities, it is where cohesive communities can emerge and is fundamental to nurturing a strong, healthy, resilient and balanced future for a place, where existing residents and future ones become neighbours with shared ambitions for their area. This includes a wide range of buildings and spaces which are at the heart of Medway's diverse communities, including 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, community hubs and libraries, all of which help to make Medway a great place to live and visit. The Covid 19 pandemic, 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.
- 3.6.2 Community and cultural facilities are crucial to Medway's vision for regeneration. 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. The Council's Events and Festivals team deliver a varied programme of free outdoor events and festivals. 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. 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.
- 3.6.3 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	
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Lead Organisations	<ul style="list-style-type: none"> • Medway Council • Universities @ Medway • Thames Estuary Production Corridor • Thames Estuary Growth Board • Chatham Historic Dockyard • English Heritage • Historic England • Arts Council England • National Lottery Heritage Fund • Developers • Creative industry partners • Creative Medway • Creative Estuary
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 • Thames Estuary Production Corridor: Road Map for Growth • Creative Industries Council: Toolkit for Cities and Regions • Nesta: The Geography of Creativity • Mapping the UK's creative clusters • UK Core Cities Cultural Enquiry • Creative Estuary: National Cultural Planning Toolkit
Context	<p>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, the 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</p>

	<p>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.</p> <p>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.</p> <p>Medway's Cultural Strategy is owned by a Medway-wide partnership, under the umbrella organisation Creative Medway, 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.</p> <p>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.</p>
Quality & capacity review	<p>As part of the process of producing Medway's Cultural Strategy 2020 to 2030, 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).</p> <p>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</p>

	<p>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%.</p> <p>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.</p>
Proposed infrastructure	<p>Medway Council is currently working with Creative Estuary, University of Kent, and Chatham Historic Dockyard Trust to deliver The Docking Station. This £13.5m 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 2026. 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 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</p>

	<p>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.</p> <p>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</p> <p>A further £1.6m funding has been secured 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).</p> <p>The full refurbishment of The Brook Theatre in Chatham town centre will be complete in early 2027. The Brook Theatre is a distinct offer from that of the Central Theatre.</p> <p>The Central is a commercial venue with a single 996-seater theatre for touring productions.</p> <p>The Brook is a multi-space venue where performances and shows are created. It provides two performance spaces (400 & 100-seater), multiple dance and theatre rehearsal rooms, workshops for building and making sets alongside props and costumes, multiple serviced offices and meeting spaces for businesses and community organisations.</p> <p>The Brook Theatre has a rich history that is key to Medway's heritage and over the years has been repurposed to adapt to changing demands in a modern city.</p> <p>The new Brook Theatre will create an inclusive and accessible city centre destination offering a public programme of performances and workshops inside and out, bringing together new residential riverside living; alongside animated public space filled with markets, events and public art and exciting food and social experiences.</p> <p>The Brook Theatre has the ability to fuel the renaissance of Chatham's daytime and evening economy with clubs,</p>
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	<p>classes, and professional programme, encouraging residents and visitors to spend more time in the city centre, supporting business and jobs across the hospitality sector and positively impacting on the retail sector. The £21.5 million refurbishment is funded via Future High Streets, Levelling Fund and Medway Council.</p> <p>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. The Paddock public realm project, recently completed in 2024, has also provided accessible outdoor space which can be used for events as other town centre projects come forward. Further work is also ongoing in the Chatham Maritime area looking at events venues and other possible cultural infrastructure in the area.</p> <p>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 planning and community development proposals.</p> <p>The Hoo Community Infrastructure Framework is a community pan-peninsula co-designed piece of work that outlines the vision, local need and aspiration to support the planning and delivery of community infrastructure that aligns with Neighbourhood Plans, the Local Plan, physical and social regeneration ambitions, including investment in existing facilities and future target investment.</p>
Funding	<ul style="list-style-type: none"> • Developer contributions • Medway Council capital funding • Government funding e.g. through, Levelling up and Shared Prosperity Fund • Charitable funding e.g. Heritage Lottery Fund • Private investment

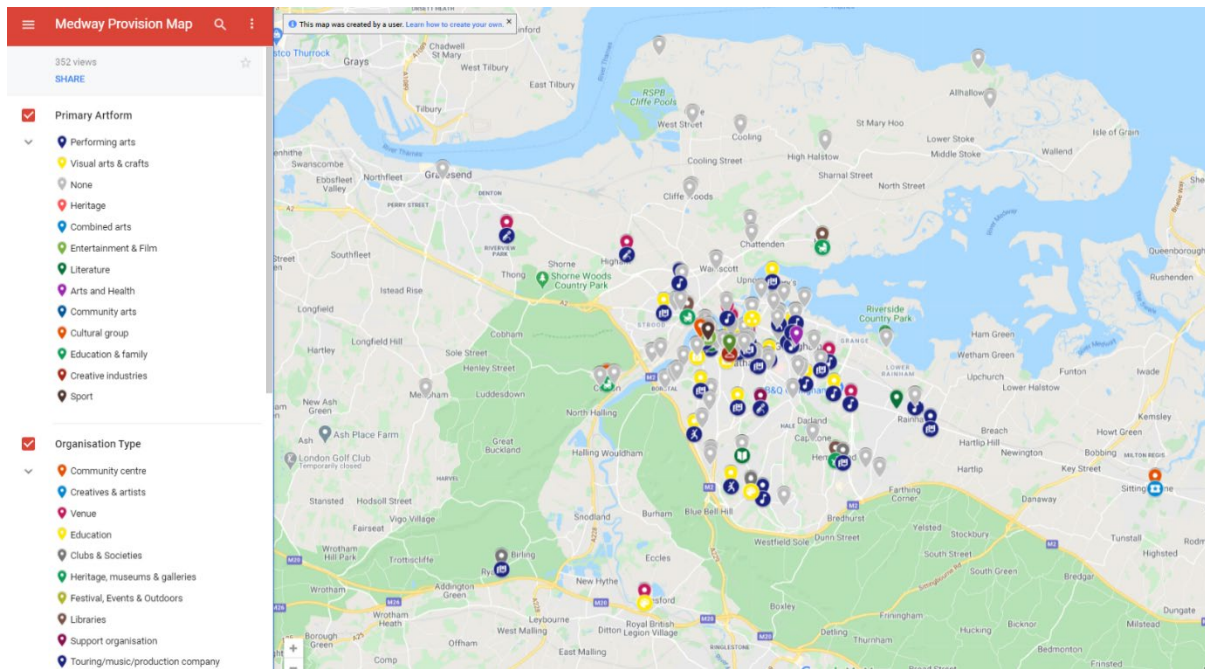


Figure 12: Map of Medway Community and Cultural Provision, Source: Medway Council

Heritage	
Context	<p>Medway has a rich internationally renowned heritage; from the maritime and military of the Historic former Royal Naval Dockyard and the Royal Engineers Museum, to the castles at Rochester and Upnor, and the literary genius of Charles Dickens, to its hugely important industrial and social heritage which saw the birth of the Stuckist art movement, the brickfields of Medway used to build Victorian London, the Medway Scene coming out of the punk era of the late 1970s, creating an internationally renowned art, poetry and music scene, and the mighty Shorts Brothers factories on the banks of the River Medway which built the world's first production aircraft.</p> <p>Medway Council's ambition is to make our rich heritage a bedrock of Medway's great future, through heritage-led regeneration. Celebrating how Medway has developed to create a modern place to be proud of.</p> <p>Our commitment is to, across sectors and communities, draw attention to the river and heritage assets that tell our resident's stories across the five towns and the Hoo Peninsula. We will connect and influence our ambitious regeneration and economic development strategy, understanding that targeted investment in the restoration and reuse of heritage assets in ambitious and creative ways can respond to and support the local economy, retain valued community spaces, connecting people and communities.</p>

	<p>Medway boasts a rich and internationally renowned heritage, spanning centuries of maritime, military, industrial, and cultural significance. From the historic former Royal Naval Dockyard and the Royal Engineers Museum to the iconic castles of Rochester and Upnor, and the literary legacy of Charles Dickens, Medway's past is both proud and diverse. It is also home to important social and industrial milestones — from the birthplace of the Stuckist art movement and the brickfields that helped build Victorian London, to the Medway Scene that emerged from the punk era of the late 1970s, sparking a globally recognised wave of art, poetry, and music. Notably, the Shorts Brothers factories on the banks of the River Medway produced the world's first production aircraft, cementing Medway's place in aviation history. Medway's ambition is to make this rich heritage the foundation of an even greater future — one shaped by heritage-led regeneration. We aim to celebrate the journey that has made Medway a modern, vibrant place to live, work, and be proud of. The Council is directly responsible for the care, maintenance, activation, and promotion of several key heritage sites across Medway. These include, but are not limited to, some of the area's most historically and culturally significant sites. Among them are the Elizabethan defences at Upnor Castle, surviving elements of the original city wall surrounding Rochester, and the Guildhall Museum – housed in one of Kent's finest 17th century buildings, offering a fascinating insight into Medway's rich history. The Council also oversee some of Medway's most iconic landmarks, such as the strategically placed and imposing 900-year-old Rochester Castle, the Grade I listed Eastgate House – a 16th and 17th century townhouse that includes Charles Dickens' Swiss writing chalet and the Rochester Corn Exchange, a grand venue steeped in 18th-century heritage.</p>
Quality & capacity review	<p>Alongside Medway owned and managed heritage sites and attractions, Medway is the home of several significant and emerging heritage organisations and places. Historic Dockyard Chatham, Rochester Bridge Trust, Intra Community Trust, Royal Engineers Museum, Chatham Maritime Trust, and range of trusts and organisations where volunteer groups look after Napoleonic Forts, Medieval barns, Victorian pumping stations, historic vessels and piers, parks and gardens and incredible landscape and walking trails.</p> <p>In October 2023, the National Lottery Heritage Fund announced its new Heritage Places initiative, forging long-term partnerships with 20 towns and cities across the UK as part of a 10-year journey to help places thrive by unlocking the potential of their heritage. Medway is one of the first nine Heritage Places to be announced, and National Lottery Heritage Fund are funding a programme of work, led by</p>

	<p>Medway Council, to work with community and sector partners to put in place a new Heritage Strategy and to scope and resource plans for investment to support heritage in Medway over the next 10 years.</p> <p>A Medway Heritage Strategy is emerging and is expected in 2026 which will incorporate tangible heritage such as building and sites and intangible assets such as volunteering, tourism, promotion, skills & employment.</p> <p>Historic England are currently supporting additional capacity at Medway Council for heritage-led regeneration through a Capacity Building Grant running until 2027. This grant funds two posts in Regeneration with a focus on continuing the legacy of the previous Historic England funded High Street Heritage Action Zone Programme, alongside expanding a co-creation approach to heritage led regeneration and empowerment of communities to drive forward regeneration in town centres. This work complements the close working relationship between Historic England and the Planning service as well as Historic England's role in supporting the development of the new heritage strategy and the Heritage Place programme led by Culture, Libraries and Heritage.</p> <p>A local management agreement with English Heritage supports Upnor Castle, Rochester Castle and Temple Manor, under which essential maintenance work is commissioned by the Council, but the cost shared 50/50 with English Heritage.</p> <p>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 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. A new condition 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 objective of being to welcome visitors back into the chalet.</p> <p>The £470,000 restoration programme for the Rochester 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</p>
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	whilst also balancing the demands of a contemporary audience with new audio visual and Wi-Fi provision.
Proposed Infrastructure	<p>Rochester Castle</p> <p>There are ambitions to develop the visitor experience at Rochester Castle to improve access and increase dwell time in the long term. Looking at exciting and innovative ways to tell the story of the 900-year-old building, whilst maximising the commercial opportunities. 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 over £1.5m of restoration works in the longer term. Occasional stone fall leads to areas being inaccessible or protective canopies being put up around the site. A programme of works to include repointing the interior and exterior walls of the Keep would enable further opening up of the building, bringing areas back into use, but also exploring opportunities for opening areas never seen before by visitors. Installing additional or extended walkways inside the Keep would give access to new areas as well as giving visitors a better understanding of the use of the building. Exploring the potential to bring the second staircase into use would improve visitor flow and increase dwell time. Extending the walkways would give more space for larger historical interpretation installations as well as areas for live historical interpretation.</p> <p>Eastgate House & Gardens</p> <p>There are ambitions to develop the visitor experience at Eastgate House including a guide book, improved lift, new interpretation boards and room dressing. Some elements from the 2017 renovations need refreshing and replacing. Adjacent to the house are the gardens, where there are ambitions to horticulturally develop it by improving the gardens and pond, reinstating the water features, improve planting schemes and infrastructure such as seating, bins, CCTV. The Dickens Writing Chalet is a central feature of the gardens, and ties ambitions to make Eastgate House a centre for Medway's stories and the art of storytelling. To ensure the chalet can be the focal point, it needs to undergo an ambitious restoration programme with associated activity plan. This will be supported by £100k investment from Medway Council in 2025/6, and work with the Chalet Stakeholders Group, Dickens Fellowship and Friends of Eastgate House to secure its future. This work will see the chalet being open and part of the offer to visitors.</p> <p>Upnor Castle</p> <p>There are ambitions to improve the visitor experience at Upnor Castle through an interpretation and maintenance</p>

	<p>programme. Recent introductions include an introductory soldier totem and a multimedia guide. A project is in its early stages to dress the Barrack Block rooms to represent soldiers from 1780, 1880 & officer's quarters. Ambitions are to extend this to an orientation space and improved shop furniture on the ground floor of the Barrack Block, develop an introductory gallery in the sergeant's mess, and dressing rooms around the castle itself. New interpretation boards are needed throughout due to several schemes being used.</p> <p>Temple Manor The hub of development, Temple Manor offers an insight into Strood's medieval heritage. Once a Manor House with a vast estate, farmed to create revenue to fund the Crusades, it now offers a peaceful haven. With investment the space could be a valuable community resource, with very basic amenities needed, such as toilet facilities, parking and lighting.</p> <p>The Guildhall Museum Following the introduction of a charge to enter the museum an annual family ticket has been introduced as of April 2025. A collection review is starting in 2025, and it is expected that this will lead to a strategic re-curation of the collections to be presented in a more contemporary, accessible and resonant way.</p>
Funding	<ul style="list-style-type: none"> • English Heritage grants • Capital receipts • Central government funding sources such as the Future High Streets fund, Historic England, National Lottery Heritage Fund • Section 106 contributions

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 7 Community Hubs and 8 Libraries

	<p>and two mobile Libraries. These are spread across the authority. A number of these facilities also offer enhanced community services.</p> <p>Medway's Community Hubs and Libraries are a valued community asset that offer an accessible, reliable and welcoming environment to all residents, increasingly seen as a gateway not only to the local authority but to help, advice, information, and support across other statutory and community partners. All Medway libraries providing a wide range of service 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 photocopiers and scanners, hire a meeting space or use our freely accessible study space.</p> <p>Community Hubs and Libraries are essential space within Medway's communities for resident engagement from other services, ranging from in person consultations to document hosting for services such as Planning, Highways and Democratic Services. Housing, Welfare Reform and Public Health host regular surgeries and support groups within Medway's Community Hubs. Collaborative working with Youth Services and Child Friendly Medway provides mutual benefits to all services, whilst joint working with Climate Response Team has enabled the electrical recycling scheme and Repair Cafes to gain incredibly high levels of resident support.</p> <p>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, Lordswood, Rochester, Strood, Twydall and Wigmore.</p> <p>The digital library supports many 'From Home' services including audiobooks, e-magazines, e-newspapers and e-comics, access to heritage, local history and reference material, and access to streaming film and theatre.</p> <p>Medway's Community Hubs and Libraries are a hive of activities and events hosting over 500 events each year including regular Baby Bounce and Rhyme sessions to Knit & Natter groups, to school visits, the annual Wigmore Lectures, exhibitions, workshops author visits and theatre performances. These valued community assets offer an</p>
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	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	Community Hubs and Libraries across Medway have come back well post-Covid with numbers steadily reaching those pre-Covid with live events attendance already significantly higher. Medway recently invested in enhancing facilities at the Wigmore and Lordswood Community Hubs, and regularly receives external funding from Arts Council England, The Reading Agency and National Lottery Awards for All to deliver specific programmes into Medway's diverse communities and support literacy and community engagement.
Proposed interventions	With the significant growth proposed across Medway it has been identified that the provision need to be upgraded in several locations in order to cope with the increased demand in service. It is envisaged that any such upgrades will be through the co-location of several council and partner services into a hub complex to be able to make best use of land and resources. Some may be able to be provided via upgrades and extensions to existing assets, funded through developer contributions. Growth on Hoo Peninsula, around Chatham, Gillingham, Strood, Lordswood, Rainham and Walderslade Hook Meadow libraries will be expected to contribute to enhancing the services they provide.
Funding	<ul style="list-style-type: none"> Developer contributions

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
2020-21**	510,208	136,481	0	119,070	256,061
2021-22***	707,201	458,019	24,371	233,907	1,423,498
2022-23	844,899	660,696	85,638	300,475	1,891,708
2023-24	840,108	717,132	102,168	344,248	2,003,656

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

**Covid-19 significantly impacted on March 2020

***Partial year pre-Covid

Community centres & village halls	INFRASTRUCTURE DELIVERY PLAN 2025 (VERSION 1)
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 (2025) • 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 2025 to identify the level of provision and quality of those assets. In total Medway has over 100 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 (2025) identified that village halls remain important community hubs, regularly used for various social and recreational activities, though some require maintenance or upgrades, overall, the halls remained functional and well-utilised. 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	There are proposals to improve village hall facilities in Hoo St Werburgh. In addition, it is anticipated that new community buildings will be delivered with areas with significant levels of planned growth. Community space could be collocated with other uses such as health and leisure centres where appropriate.
Funding	<ul style="list-style-type: none"> • Developer contributions

	The total funding required for the proposed projects outlined above is unknown.
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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. The government issued revised and expanded guidance for local authorities on youth provision in September 2023. This update highlights the requirement for local authorities to work with young people and stakeholders to establish the criteria for a sufficient youth offer. Sufficiency should be based on the needs of young people and the area and authorities should attempt to meet these requirements as much as is reasonably possible.
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 detached or street-based youth work, schools-based work and a range of activities and opportunities including the Duke of Edinburgh's Award programme. The Youth Service currently delivers from three permanent locations in Gillingham, Parkwood and Strood, as well as numerous other facilities in co-locational spaces 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 pavilion and Lordswood Library. 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 was 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 a facility to replace the WREC Centre in Chatham which closed in April 2024. There has also been discussion regarding 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	<ul style="list-style-type: none"> • Developer contributions • Private investment

Sport & Leisure	
Lead Agency	<ul style="list-style-type: none"> • Medway Council Sport, Greenspaces and Climate Response Service • Sport England • Commercial providers e.g. Gillingham Ski and Snowboard Centre, Gillingham Ice Rink • Clubs and organisations e.g. Anchorians Football Club, Medway Rugby Club
Evidence base	<ul style="list-style-type: none"> • Medway Sports Facility Strategy & Action Plan (2017) • Medway Council Playing Pitch Strategy – Strategy Document (2019) • Medway Council Playing Pitch Strategy – Needs Assessment (2019)
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 - Hoo Sports Centre, Medway Park, Cozenton Park Sports Centre (formerly Splashes), Strood Sports Centre, plus the Strand Park and Lido. 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.
Quality & capacity	Medway Council Sports Centres generate £4.15m income and attracts 2m 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,

	<p>sports halls and new health and fitness suites.³⁰At 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.</p> <p>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 forward, 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.</p> <p>The strategy also recommended changes to the sports centres across Medway. The former Splashes Sports Centre has since been knocked down and replaced with the new Cozenton Park, which opened in summer 2024, 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.</p> <p>The council is seeking to update its evidence base for playing fields.</p>
Proposed Infrastructure	<p>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. Medway has modernisation works taking place at Medway Park, Strood and Hoo Sports Centre in 2025 costing approximately £2.5m, and is looking at investment to modernise and widen the sporting offer at Deangate. Medway Council will also need to consider the need to grow sporting facilities to the west and north, as local communities grow. Going forward, 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.</p>

	<p>Medway's local plan specifies new standards for outdoor formal sport and open space provision, including non-equipped play areas, often for older children, such as Multi-Use Games Areas (MUGAs), and skateparks, reflecting updates to the Fields in Trust Standard.</p> <p>Medway Council will continue to look for further opportunities to increase sport and leisure provision to respond to demand.</p>
Funding	<ul style="list-style-type: none"> • Developer contributions • Sport England • Medway Council capital programme • Statutory agencies and providers • Private investment

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	<p>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.</p> <p>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.</p>
Quality & capacity review	<p>Upon discussions with the Bereavement Service at Medway Council no issues of capacity have been raised.</p>
	<p>Proposed interventions</p> <p>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. To future proof the service and needs of Medway residents beyond 2041, land East of Woodlands Cemetery, running to Yokosuka Way is allocated for Woodlands Cemetery expansion. Half the land has been given up by the service for the provision of a new school, however the remaining land is required to fulfil future burial needs.</p>

Funding	<ul style="list-style-type: none">• Capital Funding
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3.7 Green & blue infrastructure

- 3.7.1 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 the Environment Act.

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 Assessment (draft) (2024) Medway Green & Blue Infrastructure Strategy (draft) (2021) Kent and Medway Local Nature Recovery Strategy (consultation draft, 2025)
Context	<p>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 pitches, play areas, woodlands and allotments. 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. In total, 84% of Medway's land area is not developed, comprising agriculture, forest, recreation spaces and residential gardens Biodiversity Net Gain is now required with much new development.</p> <p>The Local Nature Recovery Strategy for Kent and Medway to will establish shared priorities for nature recovery with wider environmental goals and the measures and locations by which these will be achieved.</p>
Quality & capacity review	<p>Medway Council wants 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.</p> <p>Studies in Medway have shown that access to open spaces and the natural environment is increasing, and the Council must respond to this through targeted intervention through a</p>

	<p>range of greenspace and access improvements that mitigate against this increase. Examples will include more and better-quality play provision and enhanced infrastructure such as paths, parking provision and signage.</p> <p>Medway contains a range of habitats including grazing marshes on the Hoo Peninsula, a network of ditches, streams and areas of reed support a wide variety of wildlife. Medway and Thames estuaries, important foreshore habitats including mudflats and saltmarsh. Areas of flower-rich chalk grassland remain, both in the Kent Downs National Landscape and within the urban area. Around 4% of Medway is ancient woodland, with internationally important beech and yew woodland on the Downs above Halling. All these habitats are important and need protecting.</p> <p>Eight of Medway's parks have been awarded Green Flag Awards (October 2024). These awards are an international mark of quality and both champion the best open spaces in the country. The table below outlines the latest available information on the quantum of open space provision in Medway, drawing on the draft Open Space Assessment (2024). 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. When applying Fields in Trust standards, there are shortfalls in most areas of Medway, and this does not take into account an increasing population.</p> <p>All major developments must include sufficient high quality on-site provision of open space, however it is important to recognise that on-site provision of new open space within all developments may not be practical or viable, especially in already densely populated urban areas such as town centres. Medway's emerging viability assessment and the town centre masterplans – have indicated that development viability can be marginal in town centres with regard to open space requirements</p>
Proposed infrastructure	<p>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. This will be further progressed through the implementation of the Local Nature Recovery Strategy. 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.</p> <p>New development has been found to disturb the protected bird life of the North Kent Marshes Special Protection Area (SPA)</p>

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 recreational disturbances to the area's wintering and migrating birds. Mitigation activities are delivered by Bird Wise North Kent, otherwise known as the North Kent Strategic Access Management and Monitoring Scheme (SAMMS) Board, a partnership of local authorities, developers, and environmental conservation organisations. 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 was to be provided for environmental improvements on the Hoo Peninsula – a strategic environmental management scheme (SEMS) was to provide for new community parklands and other strategic greenspace enhancements. The Hoo Peninsula supports large areas of protected habitat and many key and rare species. HIF SEMS was a programme of work providing new habitats to join up existing habitats and create more space for wildlife to thrive. The over-arching programme title was 'Hoo Community Parklands' that was to see the creation of 4 new sites – Cockham Community Parkland, Hoo Wetlands Reserve, Deangate Community Parkland and Lodge Hill Countryside Site – and the improvement of several Public Rights of Way across Hoo. The proposals were to 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 2023 Homes England confirmed that funding for HIF/SEMS was to be withdrawn, and the schemes were put on hold.

The Council supports this approach to deliver strategic mitigation on the Hoo Peninsula and is working in partnership with Natural England and key stakeholders to review the SEMS and establish a new programme reflecting the same ambitions. The population growth in and around Hoo associated with the new housing will see more people walking, exercising and enjoying wildlife. If unmanaged, this positive activity would see additional pressures being placed on wildlife and their habitats.

	<p>In 2024 planning consent was received for the former golf course on Deangate Ridge, the one site that remained in Medway Council ownership. Consent was given to turn the former golf course into a community parkland. Funding was secured from s106 contributions to begin work on the proposals and it is planned to have the first phase of the community parkland completed in 2026.</p> <p>Other developments in Medway will also be expected to provide high quality open space according to this standard, including outdoor sports and allotments, particularly on major developments.</p> <p>New developments increase the pressure on the existing Public Rights of Way Network and developers will be expected to contribute to infrastructure improvements to and the upkeep of the local path network. We aspire to a 'step free' network where stiles are replaced with gates and other improvements such as path surfacing enables greater and easier use of the network especially for the less abled. Developers will be expected to contribute funds to enhance and help maintain the rights of way network in the vicinity of the development as well as contribute to the strategic path network promoted through routes such as national and regional trails.</p>
Funding	<ul style="list-style-type: none"> • Developer contributions • Developer build costs to ensure biodiversity net gain and adequate open space provision based on local plan standards • Capital investment. <p>Ongoing capital investment in Medway's open spaces is required to ensure that residents and visitors have access to open spaces designed to meet the increasingly diverse range of user needs such as enhancing access, better visitor facilities and to protect council assets from the impact of climate change. This supports the council's priority of "Healthy and Active Communities" along with Medway's aspiration to become a Child-Friendly City. This capital investment is in excess for the available greenspaces budget – for instance, improvements to play facilities alone are estimated to require a minimum of £250,000 per annum</p> <p>In 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. The council's stance is that all on-site open space should be provided as part of the developer wherever possible. In exceptional circumstances, where on-site provision of new open spaces is demonstrably not practical</p>

	<p>or viable – such as in town centres – equivalent provision or the enhancement of existing open space will be required off-site. Developers would be expected to work with the council on how this will be addressed at an early stage. This may comprise alternative forms of provision as part of public realm improvements, e.g. play on the way, community growing and outdoor gyms. 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 and allotments.</p> <p>Current legislation requires developers to deliver and pay for biodiversity net gain. This could have a very significant positive impact on the delivery of green infrastructure and nature recovery in Medway³¹.</p>
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Current provision of open space typologies (in hectares) by sub area

(from Open Space Assessment, 2024):

Analysis area	Parks & Gardens	Natural & Semi-Natural greenspace	Amenity Greenspace	Provision for children & young people	Allotments	Outdoor Sports
Chatham	68.70*	167.00	61.24	2.68	6.11	24.56
Cuxton & Halling	-	267.21 +	14.93	0.68	1.54	1.82
Gillingham	16.56	65.34	49.46	4.49	9.42	17.36
Rainham	59.44*	39.05	9.02	1.59	3.30	2.99
Rochester	12.99	9.24	24.06	0.66	3.14	11.20
Rural	-	319.62	44.95	1.84	2.95	14.17
Strood	4.52	11.03	18.85	0.96	3.22	3.38
Medway	162.21	878.49	222.51	12.90	29.69	75.48

*Includes Capstone Farm Country Park & Riverside Country Park

+Includes Ranscombe Farm Nature Reserve

Note: When applying Fields in Trust standards, there are shortfalls in most areas of Medway, and this does not take into account an increasing population

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

³¹ <https://www.gov.uk/government/consultations/biodiversity-net-gain-updating-planning-requirements>

	<ul style="list-style-type: none"> • Medway Strategic Flood Risk Assessment (2020) • Medway Surface Water Management Plan (2016)
Context	<p>The Flood and Water Management Act 2010 designates local planning authorities are also the lead local flood authority for the area. The Council, as a Lead Local Flood Authority, is responsible for 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. Almost half of the flood defence assets in Medway are maintained by the Environment Agency directly.</p>
Quality & capacity review	<p>Medway is prone to fluvial, tidal, and surface water flooding 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 Medway, some of which serve to protect against flood risk. These include Chatham Waterfront, Rochester Riverside and Strood Riverside. If climate change increases rainfall intensity by 40% as estimated by the Environment Agency this will further increase the risk of flooding in Medway³².</p>
Proposed interventions	<p>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 (SFRA). 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.</p>

³² <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

	<p>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.</p> <p>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.</p> <p>The Council has produced a Surface water Management Plan and updated the Strategic Flood Risk Assessment as part of the evidence base for the new Local Plan.</p> <p>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.</p>
Funding	<ul style="list-style-type: none"> • Developer contributions • Government funding e.g. from the Environment Agency • Medway Council capital programme • Statutory agencies and providers • Private investment <p>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</p>

	<p>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.</p> <p>However, the funding of flood risk mitigation and defence work is complex, involving <u>partnership funding</u> 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 2020 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 themselves or other public sector bodies. 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 completed³³.</p> <p>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.</p>
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³³ <https://www.gov.uk/government/publications/flood-and-coastal-erosion-risk-management-policy-statement-progress-updates>

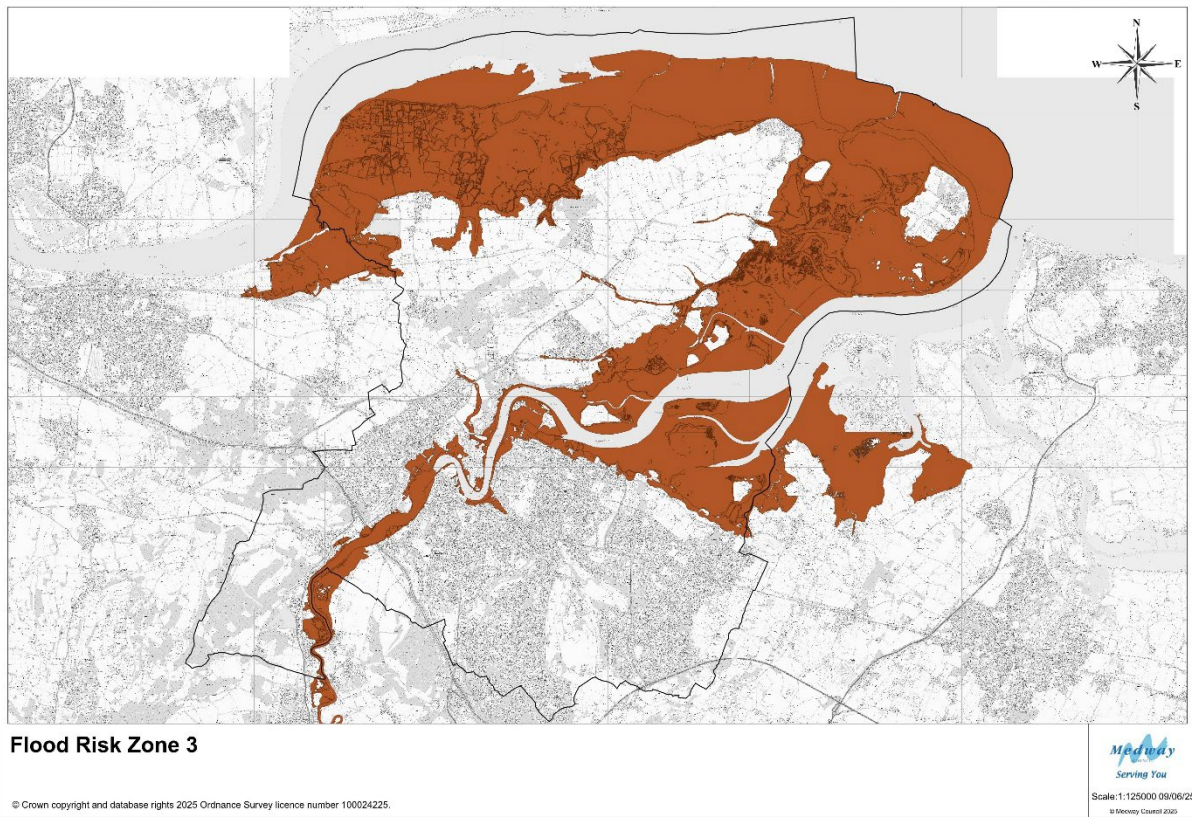


Figure 12: Medway Flood Zone 3

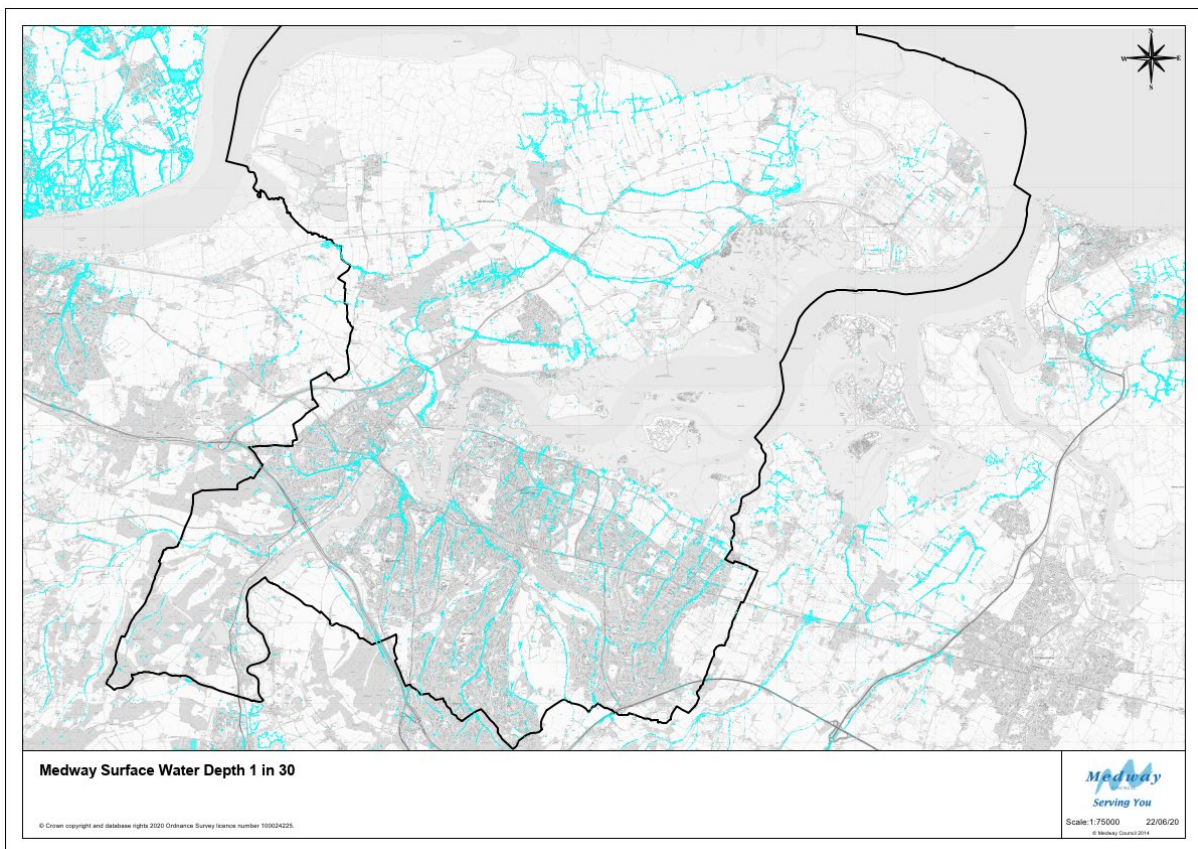


Figure 13: Medway Surface Water Depth 1 in 30

Approaches to Infrastructure Delivery in Medway

4.1 Infrastructure Costings

- 4.1.1 National planning policy is clear that local plans must be viable (economically deliverable) and set out the level of contribution needed from development. However, the requirements of infrastructure and policy should not be burdensome to the extent that they undermine the plan. Medway Council has worked with infrastructure providers and council services to develop indicative 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. 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.

4.2 Funding

- 4.2.1 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 Examples include the 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.
- 4.2.2 The impacts of development need to be mitigated through developer contributions, such as Section 106 agreements, unilateral undertakings, and CIL payments. This is recognised as an integral consideration to securing sustainable development, addressing the additional needs for services arising from the development.
- 4.2.3 Medway Council currently uses S106 Agreements to collect developer contributions. Its policy is set out in the Developer Contributions Guide, 2025. A S106 agreement takes account of the impact of the development on local infrastructure.

4.3 Government Funding

- 4.3.1 Central government funding also contributes towards the delivery of infrastructure projects within Medway and will help with Medway's vision to create new opportunities for homes and growth in this major regeneration area within the Thames Gateway.
- 4.3.2 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.

4.4 Medway Council Capital Programme

- 4.4.1 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.

4.5 Statutory Agencies and Providers

- 4.5.1 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.

4.6 Private Investment

- 4.6.1 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.

4.7 Cross-boundary Infrastructure

- 4.7.1 Not all infrastructure problems occur at a local district level and sometimes they require solutions that cross local authority boundaries including funding collected by one authority being transferred to another to account for the services and infrastructure being used by residents. 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. Key cross border projects include the Lower Thames Crossing, Bluebell Hill A229 improvements, and Lidsing Garden Community.

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.

Project Description	Location	Type of project (strategic or local)	Timeframe	Delivery body	Estimated cost	Potential Funding Source	Funding identified	Priority level (Critical - Essential - Desirable)
Transport - Highways								
Station Road, Strood	Medway wide	Strategic		Medway Council	£1m	Section 106	£0	Critical
Dock Road, Chatham	Medway wide	Strategic		Medway Council	£1-2m	Section 106	£0	Critical
Sans Pareil Roundabout	Medway wide	Strategic		Medway Council	23-38m	Section 106	£0	Critical
SN5-3-M2 J4	Medway wide	Strategic		Medway Council	TBC	Section 106	£0	Critical
Four Elms Roundabout	Medway wide	Strategic		Medway Council	51-84m	Section 106	£0	Critical
Main Road Hoo	Hoo Peninsula	Strategic		Medway Council	£11m	Section 106	£0	Critical
Bells Lane	Hoo Peninsula	Strategic		Medway Council	£1-2m	Section 106	£0	Critical
Ropers Lane	Hoo Peninsula	Strategic		Medway Council	£1-2m	Section 106	£0	Critical
Medway Tunnel Capital and Revenue Funding Years	Medway wide	Strategic	0-15years	Medway Council	TBC	National Highways	£4,972,000	Critical
Transport - Other								
Extended bus services to Hoo Peninsula and strategic growth areas	Medway wide	Local	0-15 years	Bus Operators	£TBC	Section 106	£0	Essential
Strood Transport Hub	Strood	Local	5-15 years	Council and transport partners	TBC	TBC	£0	Essential
Transport - Public Realm								
Town Centre and urban connectivity projects Journey Time and Accessibility Enhancements	Medway-wide	Local	0-15 years	Medway Council	TBC	TBC		Essential
Chatham Docks to Gillingham Station connection (Old Rail Line)	Gillingham	Local	TBC	TBC	£14,000,000	Levelling-Up Fund/TBC	£0	Essential
Waterfront Linear Park/River Front Public Space	Strood	Local	TBC	TBC	TBC	TBC	£0	Essential
Education - Early Years and Primary								
220 Early Year places	Medway	Local		TBC	n/a	Section 106	£0	Critical

Expansion by 1FE and relocation of Chattenden Primary School	Hoo Peninsula	Local	2027	TBC	£8-10m	Section 106	0	Critical
Expansion by 1FE and relocation of High Halstow Primary School	Hoo Peninsula	Local	2029	TBC	£8-10m	Section 106	0	Critical
Either 1 new 3FE school, or 2 new 2FE schools	Hoo Peninsula	Local	2032 or 2035	TBC	£10-12m or £16-20m	Section 106	0	Critical
Expansion of Greenvale Primary School by 1FE	Chatham	Local	2029	TBC	£4m	Section 106	0	Critical
New 2FE school at East Hill	Capstone Valley	Local	2029	TBC	£8-10m	Section 106/Basic Need	0	Critical
New 2FE school	Capstone Valley	Strategic	2040	TBC	£8-10m	Section 106	0	Critical
New 1FE school with 2FE core facilities	Capstone Valley	Local	2036	TBC	£6-8m	Section 106	0	Critical
Expansion by 1 FE at either Lordswood Primary or Kingfisher Primary School	Capstone Valley	Local	2036	TBC	£4m	Section 106	0	Critical
New 2FE Primary School	Strood	Strategic	2026	TBC	£8-10m	Section 106	0	Critical
New 2FE Primary School	Strood	Strategic	2033	TBC	£8-10m	Section 106	0	Critical
Expansion of Temple Mill Primary School by 1FE	Strood	Local	2035	TBC	£4m	Section 106	0	Critical
New 1FE school at Land South of Rochester Road	Strood	Local	2031	TBC	£6-8m	Section 106	0	Critical
2FE expansion or new school TBC	Gillingham	Local	2026	TBC	£8m or £8-10m	Section 106	0	Critical
Expansion of Riverside Primary School by 1FE	Rainham	Local	2029	TBC	£4m	Section 106	0	Critical
Education - Secondary								
New 6FE secondary school	Hoo Peninsula	Strategic	2030	TBC	£40-45m	Section 106	0	Critical
New 6-8FE secondary school	Capstone Valley	Strategic	2030	TBC	£40-50m	Section 106	0	Critical
New 8FE secondary school	Strood	Strategic	2030	TBC	£45-50m	Section 106	0	Critical
6x 1FE expansion at selective schools, or 1x 6FE satellite annexe	Medway	Strategic	2030	TBC	£36-48m or £40-45m	Section 106	0	Critical
Utilities & Waste								
Reinforcement to the gas infrastructure - Sites- 0647, 1251a/b/c, z4.	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
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								
The Smokefree Advice Centre- Chatham	Chatham	Strategic	Ongoing	Medway Council	£20,000	Public Health grant	£20,000	Essential
NHS Kent and Medway ICB is undertaking a review of the proposed Local Plan growth in order to assess the impact on primary, community and acute healthcare in order to inform infrastructure requirements.	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Community and cultural facilities								
New Hoo St Werburgh Sports Centre redevelopment	Hoo Peninsula	Local	TBC	Medway Council		Section 106	£0	Critical
Lordswood Leisure Centre redevelopment	Lordswood	Local	TBC	Medway Council		Section 106	£0	Essential
Strood Sports Centre relocation	Strood	Local	TBC	Medway Council		Section 106	£0	Essential
Upgrades to Deangate	Hoo Peninsula	Local and strategic	2025	Medway Council	TBC	Section 106	£0	Essential
Integrated Community Hub	Hoo Peninsula	Strategic	TBC	Medway Council	TBC	Section 106	£0	Essential
Integrated Community Hub	Hook Meadow	Strategic	TBC	Medway Council	£4million	TBC	£0	Essential
Integrated Community Hub	Chatham	Strategic	TBC	Medway Council	TBC	TBC	£0	Essential
Integrated Community Hub	Rainham	Strategic	TBC	Medway Council	TBC	Section 106	£0	Essential
Rochester Castle access and visitor experience improvement programme	Rochester	Strategic	TBC	Medway/English Heritage	£10million+	Section 106/NLHF/HE/EH		Essential
Medway Heritage and Archives Centre	TBC	Strategic	TBC	Medway Council	£10million +	Section 106/NLHF/ACE		Essential
Central Theatre refurbishment	Chatham	Strategic	TBC	Medway Council	TBC	TBC	£0	Essential
Medway Public Art Programme	Medway	Strategic	10 years	Medway Council	£3million+	Section 106/ACE/NLHF		Essential
Corn Exchange Refurbishment	Rochester	Strategic	TBC	Medway Council	TBC	TBC	£0	Essential

Hoo Visitor Centre	Hoo Peninsula	Local	TBC	Medway Council	TBC	TBC	£0	Essential
MACA Cultural Centre	Chatham/Gillingham/Rochester	Strategic	TBC	MACA	TBC	TBC	£0	Essential
St. Margaret's Church Culture, Heritage & Community Hub	Rainham	Local	TBC	St. Margaret's Church	£9million	TBC in NLHF/ACE	£0	Essential
Sun Pier Maritime Culture and Heritage Hub	Chatham	Local	TBC	Tiller & Wheel	TBC	TBC	£0	Essential
Signage, wayfinding & heritage interpretation programme	Chatham/Rochester/Hoo Peninsula	Strategic	5 years	Medway Council	TBC	Section 106/LTP	£0	Essential
HVM and traffic mitigation programme	Rochester	Strategic	TBC	Medway Council	TBC	TBC	£0	Essential
Dickens Chalet & Eastgate Gardens refurbishment	Rochester	Local	TBC	Medway Council	£1.5million	NLHF/Council		Essential
Frindsbury Barn	Strood	Local	TBC	TBC	TBC	TBC	£0	Essential
Green & Blue infrastructure								
Hoo Strategic Environmental Management Scheme	Hoo Peninsula	Local	Ongoing	Medway Council	£14,000,000.00		£975 000	Critical
Contribution to bird disturbance mitigation - Strategic Access Management and Monitoring Scheme (Birdwise SAMMS)	Within 6km of sites	Strategic	Ongoing	Medway Council/North Kent Birdwise	£8,268,505.00	Section 106	£0	Critical
Rochester Riverside Flood Defence Wall	Hoo Peninsula	Local	Ongoing	Medway Council	£4,500,000.00	Medway Council	£4,500,000	Critical
Strood Civic Centre - Flood Mitigation	Strood	Local	Ongoing	Medway Council	£12,000,000.00	Medway Council	£12,000,000	Critical
Strategic Flood Risk mitigations	Medway wide	Local	Ongoing	Medway Council/EA/Developers	TBC	TBC	TBC	Critical
MEASS Benefit Area 1.2 Kingsnorth	Hoo Peninsula	Local	Ongoing	EA and/or partners	£22,054,000.00	EA, third party beneficiaries, S106 and developer obligations	£2,295,000	Essential
MEASS Benefit Area 2.1 Medway Towns - Lower Upnor to Medway Bridge	Strood	Local	Ongoing	EA and/or partners	£20,534,000.00	EA, third party beneficiaries, S106 and developer obligations	£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	£5,417,000.00	EA, third party beneficiaries, S106 and developer obligations	£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	£16,124,000.00	EA, third party beneficiaries, S106 and developer obligations	£5,341,000	Essential
MEASS Benefit Area 3.2 Upper Medway - North Halling to Snodland	Halling	Local	Ongoing	EA and/or partners	£1,725,000.00	EA, third party beneficiaries, S106 and developer obligations	£489,000	Critical
MEASS Benefit Area 4.1 Medway marshes - The Strand to west Motney Hill	Gillingham	Local	Ongoing	EA and/or partners	£4,846,000.00	EA, third party beneficiaries, S106 and developer obligations	£624,000	Essential
MEASS Benefit Area Medway Marshes East of Upchurch to east of Lower Halstow	Hoo Peninsula	Local	Ongoing	EA and/or partners	£814,000.00	EA, third party beneficiaries, S106 and developer obligations	£66,000	Essential
TE2100 Isle of Grain	Hoo Peninsula	Strategic and local.	6-10 years	EA	£14,000,000.00	EA	£0	Essential
National and regional trails	Medway wide	Strategic	6-10 years	Developer/Medway Council	£50,000.00	Section 106	£0	Essential
Continuous riverside walk from Aylesford to Rochester	Rochester	Strategic and local	6-10 years	Developer/Medway Council /KCC	£250 000	Section 106	£150 000	Essential
Step Free Prow and general ROW improvements	Medway wide	Local and strategic	Ongoing	Developer/Medway Council	£250 000	Section 106	£0	Essential
Open space - GENERAL:								
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.	Medway wide	Strategic	11-15 years	Developer/Medway Council	TBC	Section 106	£0	Essential
PARKS & GARDENS:								
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	Medway wide	Local	11-15 years	Developer/Medway Council	TBC	Section 106	£0	Essential

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 identified in Open Space Assessment 2024								
ALLOTMENTS:								
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.	Medway wide	Local	1-15 years	Developer/Medway Council	TBC	Section 106 & Medway Council	£0	Essential
PLAY:								
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 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	Medway wide	Strategic	11-15 years	Developer/Medway Council	TBC	Section 106	£0	Essential
Play: ongoing investment in existing council play facilities to increase play value	Medway wide	Strategic	1-15 years	Medway Council	£250k per annum	Medway Council & s106	£0	Essential
YOUTH:								
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 and Rainham	Medway wide	Strategic	11-15 years	Developer/Medway Council	TBC	Section 106	£0	Essential

NATURAL GREENSPACE:								
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 (Open Space Assessment 2024)	Medway wide	Strategic	11-15 years	Developer/Medway Council	TBC	Section 106	£0	Essential
Destination site - Riverside Country Park:								
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 and access throughout to encourage walking and cycling	Rainham	Local	11-15 years	Medway Council/Medway Norse	£4,000,000.00	Section 106	£0	Essential
Destination site - Capstone Farm Country Park:								
Increase in visitor numbers requires improvement and expansion of visitor facilities at the two country parks in Medway. Required improvements at CFCP include car parking, widening access road to upper car parks, visitor/education centre, café and play area and improved access throughout to encourage walking & cycling	Chatham	Local	11-15 years	Medway Council/Medway Norse	£4,000,000.00	Section 106	£0	Essential
Destination Park sites - such as The Strand, Jacksons Field and Esplanade Gardens: improve range visitor facilities	Medway wide	Local	1-15 years	Medway Council	£6,000,000.00	Section 106	£600,000	Important
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. Also potential for satellite community tree nurseries around Medway	Rainham	Strategic	1-5 years	Medway Council & volunteers	£500,000.00	Section 106 + External funding	£150,000	Important
FOOTBALL - increase artificial pitch (3G) provision in Medway. The Local Football Facilities Plan (2025) identifies current shortfall of 8-9 3G full size pitches. Further	Medway wide	Strategic	11-15 years	Developer/Medway Council	£1,500,000.00	Section 106 & external funding	£0	Essential

work to be done with upcoming Playing Pitch Strategy. Medway Sport to begin discussions with Football Foundation on potential future 3G projects in Medway, including Deangate Ridge, Hoo and Beechings Cross, Gillingham								
FOOTBALL - improve facilities such as pavilions which are in need of modernising to support wider access such as for disabled users and team changing suitable for women/girls. - particularly Beechings Cross, Luton Rec, Hempstead Rec, Kingsfrith, Knights Place, Hook Meadow, Cliffe Woods Rec to create Sports Hubs	Medway wide	Strategic	0-5 years	Medway Council	£1,000,000.00	Section 106 + External funding	£0	Essential
FOOTBALL - enhance condition & drainage of grass pitches to increase pitch capacity - particularly Beechings Cross, Borstal Rec, Hempstead Rec, Kingsfrith, Knights Place, Cliffe Woods Rec. Medway Sport working with Medway Football Leagues and Football Foundation on Grass Pitch Maintenance Fund project to take this forward	Medway wide	Strategic	11-15 years	Medway Council & Medway Norse	£1,000,000.00	Section 106 + External funding	£0	Essential
FOOTBALL - address demand for projected growth which will result in shortfall of football pitches. Sites to be identified in upcoming Playing Pitch Strategy (2025)	Medway wide	Local	11-15 years	Developer & Medway Council	TBC	Section 106	£0	Essential
CRICKET - work with key stakeholders to invest in facilities required due to demand for projected growth. Sites and specific projects to be identified in upcoming Playing Pitch Strategy (2025)	Medway wide	Local	11-15 years	Medway Council /Developer	TBC	TBC	£0	Essential
HOCKEY - work with key stakeholders to invest in facilities required due to demand for projected growth. Sites and specific projects to be identified in upcoming Playing Pitch Strategy (2025)	Medway wide	Strategic	11-15 years	Medway Council /Developer	TBC	TBC	£0	Essential
RUGBY - work with key stakeholders to invest in facilities required due to demand for projected growth. Sites and specific projects to be identified in upcoming Playing Pitch Strategy (2025)	Medway wide	Strategic	11-15 years	Medway Council /Developer	TBC	Section 106 + External funding	£0	Essential
TENNIS - work with key stakeholders to invest in facilities required due to demand for projected growth. Sites and specific projects to be identified in upcoming Playing Pitch Strategy (2025)	Medway wide	Strategic	11-15 years	Medway Council /Developer	TBC	Section 106 + External funding	£0	essential

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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.



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