

a proud community; where residents can call a safe, clean and attractive borough their home.

## POLICY COMMITMENT

**1. Deliver an ambitious and diverse programme of building:** increase the supply of high quality market and affordable housing.

### Additional homes update - Shazad Ghani

The Council, for planning purposes, uses the definition of affordable housing in the National Planning Policy Framework 'NPPF'. The July 2021 NPPF contains the following in its glossary:

Affordable housing: housing for sale or rent, for those whose needs are not met by the market and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme; and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of provision (known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure discounted housing for future eligible households.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority.

Quarter 1 saw various approval of conditions relating to permitted Council affordable housing schemes including at Valley Drive (20171285) and Whitehill Lane (20171285).

### Affordable Housing update - Sharon Donald

During Quarter 1 2021/2022 we saw a total of 89 affordable homes completing across several sites.

The largest number of completions this quarter took place at Cable Wharf (formerly known as Northfleet Embankment East) where Town and Country took handover of 6 homes for Affordable Rent and 62 Shared Ownership homes.

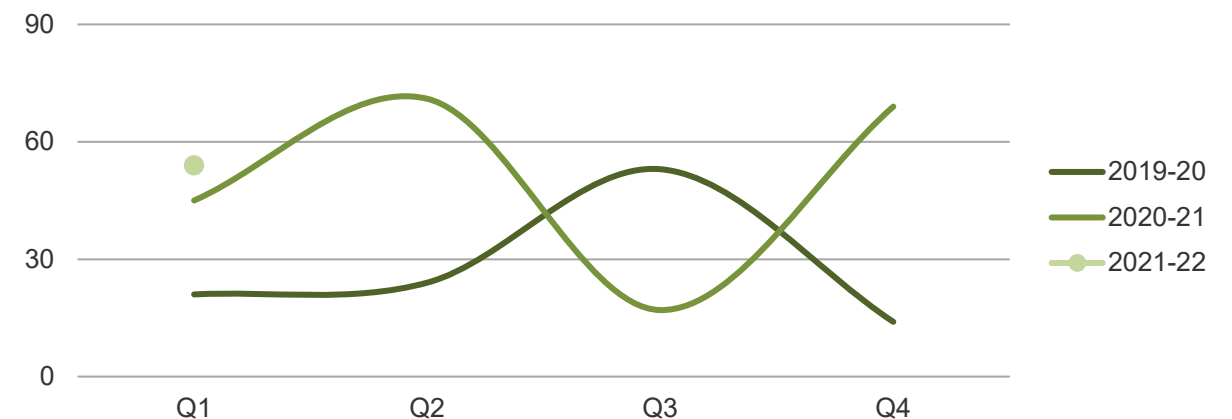
A further 4 homes for Affordable Rent and 17 for Shared Ownership were completed at Watermans Park (formerly known as Land at Coldharbour) by Orbit and Sage.

A breakdown of affordable homes delivered during Quarter 1 in terms of type and size is below:

Affordable Rent	Shared Ownership
1 x 1 bed flat	16 x 1 bed flat
5 x 2 bed flat	55 x 2 bed flat
4 x 2 bed house	7 x 2 bed house
	1 x 4 bed house

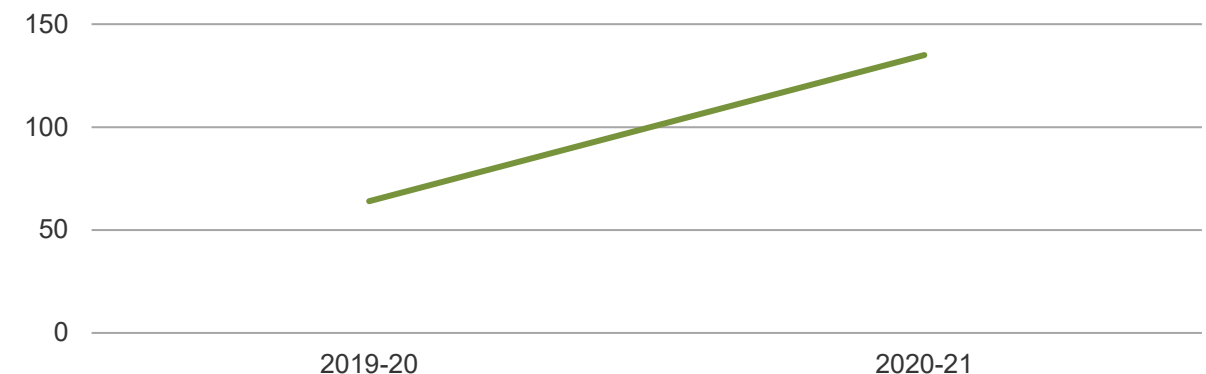
### PI 14 Total number of net additional homes added to the council tax valuation list

	Q1	Q2	Q3	Q4
2019-20	21	24	53	14
2020-21	45	71	17	69
2021-22	54			
2022-23				



### PI 15 Gross number of affordable homes delivered

	Q1	Q2	Q3	Q4
2019-20	Annual indicator			64
2020-21	Annual indicator			135
2021-22	Annual indicator			
2022-23	Annual indicator			



a dynamic borough; defined by a vibrant and productive local economy taking advantage of growth in the area, supported by its strong and active community.

## POLICY COMMITMENT

### 1. Enhance the vibrancy of the Gravesham economy: deliver a programme of strategic regeneration schemes, supported by an effective Town Centre team.

- In this quarter, various approval of conditions relating to 20200343 "Erection of 242no. residential units for Build to Rent (C3 Use Class), within three blocks ranging from 3 to 10 storeys, together with multi-storey car park as well as access, pedestrian links, landscaping, highway and other associated works" (the Charter).

- Draw attention to some projects by the Ebbsfleet Development Corporation:
  - o Thames Way Development Area Concept Plan - The public and stakeholder consultation exercise on realising the potential in and around Blue Lake at Thames Way closed in June
  - o Northfleet Riverside - The planning application for the residential led regeneration project at Grove Road has now been submitted

This quarter saw steps being taken to lift Covid restrictions under the Government's lockdown lifting road map and to reopen businesses. This is especially reflected in increased footfall within the Town Centre, approaching around 80% of the footfall levels prior to the pandemic. Plans were being put in place in advance of the lifting of all legal coronavirus restrictions on 19 July which saw the removal of social distancing measures. Mask wearing is still advised in crowded indoor places with some travel operators and retailers still recommending it to their customers.

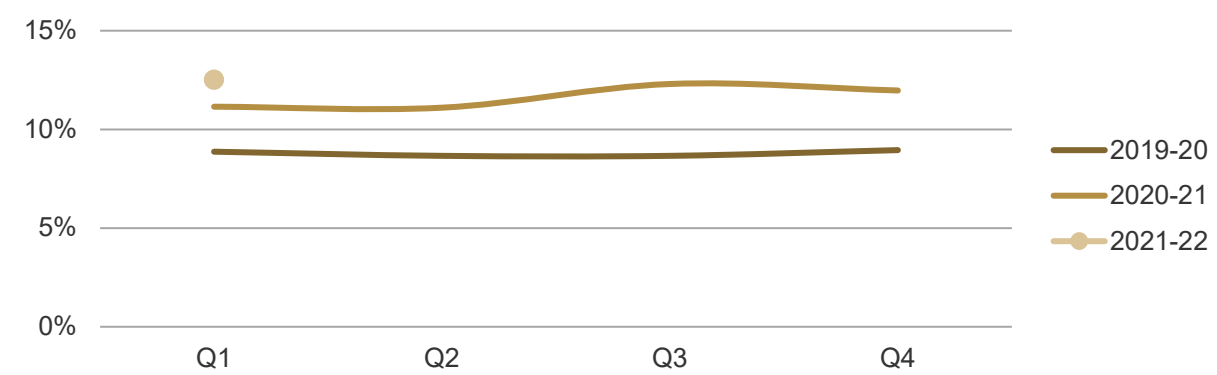
The Town Centre vacancy rate increased this quarter to 12.5%. This compares with a national average of a 14.5% (source: Local Data Company). Further losses cannot be ruled out, especially it is proving challenging to attract new occupiers from national retail chains. However, it is apparent that change/interest is tending to be from more local/independent businesses, including start-ups. To deliver on these opportunities, work to help support and enhance the local/independent business sector will form a key consideration in the council's refreshed Economic Development Strategy currently being drafted.

More broadly in regards to small businesses, the council is also actively in discussions with key infrastructure project stakeholders (e.g. London Resort/Lower Thames Crossing) to advocate the take-up of Gravesham's SME's as part of their respective supply chain networks.



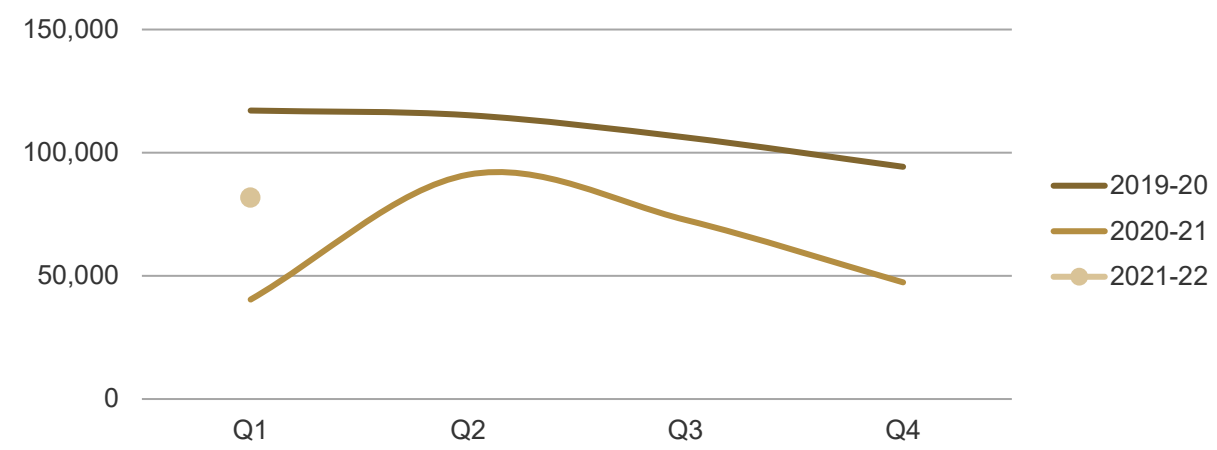
### PI 28 % rate of vacant town centre retail properties

	Q1	Q2	Q3	Q4
2019-20	8.9%	8.7%	8.7%	9.0%
2020-21	11.2%	11.1%	12.3%	12.0%
2021-22	12.5%			
2022-23				



### PI 29 Average weekly Town Centre footfall

	Q1	Q2	Q3	Q4
2019-20	117,111	115,228	106,208	94,276
2020-21	40,386	91,077	72,701	47,360
2021-22	81,812			
2022-23				



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## POLICY COMMITMENT

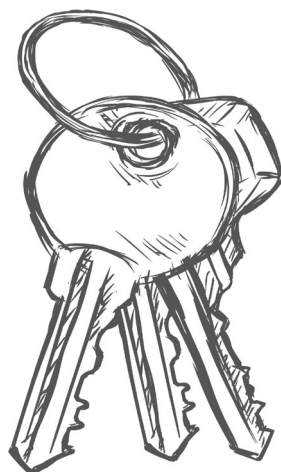
### 2. Raise Gravesham's economic profile: develop business and transport infrastructure and improve local land usage through a diversified commercial premises portfolio.

Progress was made with the economic stimulus package of measures which was presented to Full Council in February 2021, with the main focus on the allocation of Additional Support Grants to businesses, in addition to distribution of ongoing distribution of Local Restrictions Support Grants and Restart Grants (announced by Government in February 2021). The Government confirmed that local authorities should distribute 100% of their Additional Restrictions Support Grant allocation – Gravesham's allocation of £3,088,725 by end of July and grant applications were put in place to achieve that once revised guidance was received from Government in April.

By the end of Q1 payments of £6,009,671 had been made under Local Restrictions Support Grant, £3,692,035 with Restart Grants and £2,046,252 Additional Restrictions Grant.

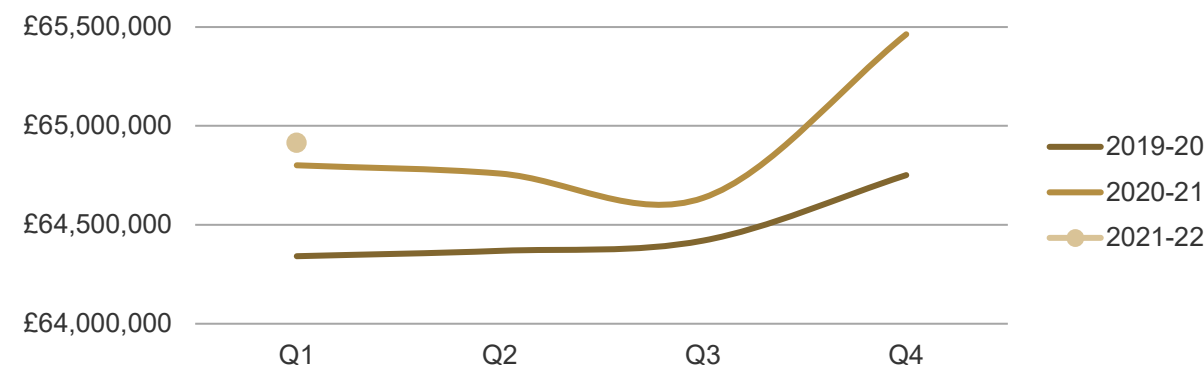
The Retail Group were appointed to prepare a Town Centre Recovery Plan to be funded from Reopening High Streets/Welcome Back Funding for completion in Q2.

Works continue to develop 6 no. new industrial, warehouse and trade counter units at Coldharbour Road. Discussions continue towards a preferred development scheme for between 30,000 and 45,000 sq.ft of employment floorspace for a range of occupiers at Northfleet Embankment East, within the North Kent Enterprise Zone. Small business units have been approved at Clifton Slipways in the Town Centre and discussions progress in respect of additional commercial space within St George's Phase 2 and potentially Albion Waterside and at North East Gravesend.



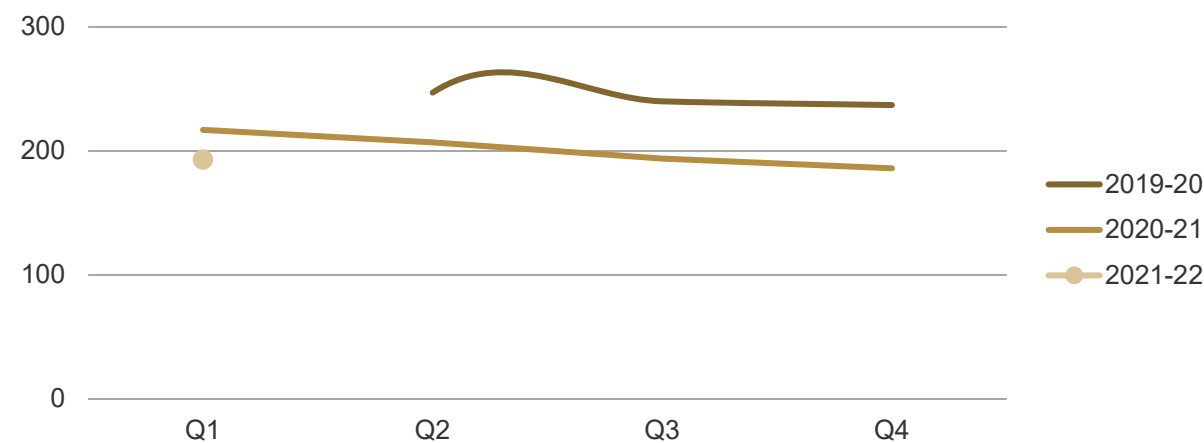
### PI 30 Total rateable value of all commercial properties

	Q1	Q2	Q3	Q4
2019-20	£64,341,435	£64,368,585	£64,420,185	£64,751,422
2020-21	£64,801,072	£64,759,342	£64,636,262	£65,463,462
2021-22	£64,914,937			
2022-23				



### PI 31 Total number of vacant commercial properties

	Q1	Q2	Q3	Q4
2019-20	N/A	247	240	237
2020-21	217	207	194	186
2021-22	193			
2022-23				



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## POLICY COMMITMENT

**3. Promote a borough 'open for business':** with a focus on retaining existing businesses and encouraging new start-ups, increase the level and range of business investment to drive economic growth.

- In this quarter, various approval of conditions relating to 20181271 "Erection of a Foodstore (Use Class A1 - Retail) and business units providing employment floorspace (to be used flexibly within Use Classes B1(c), B2 and B8 - light industrial, general industrial and storage and distribution including the provision for ancillary retail sales to facilitate specialist, trade counter operations); creation of new infrastructure including a pedestrian footway / cycleway and 'toucan' crossing on Coldharbour Road, access, car parking and servicing; hard and soft landscaping and associated retaining structures and ground works" at Land South Of Coldharbour Road, as well as advert consents.

### London Resort

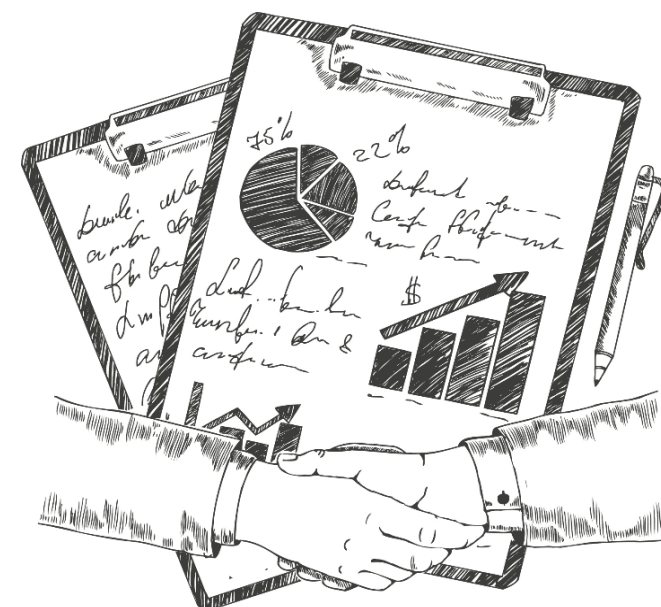
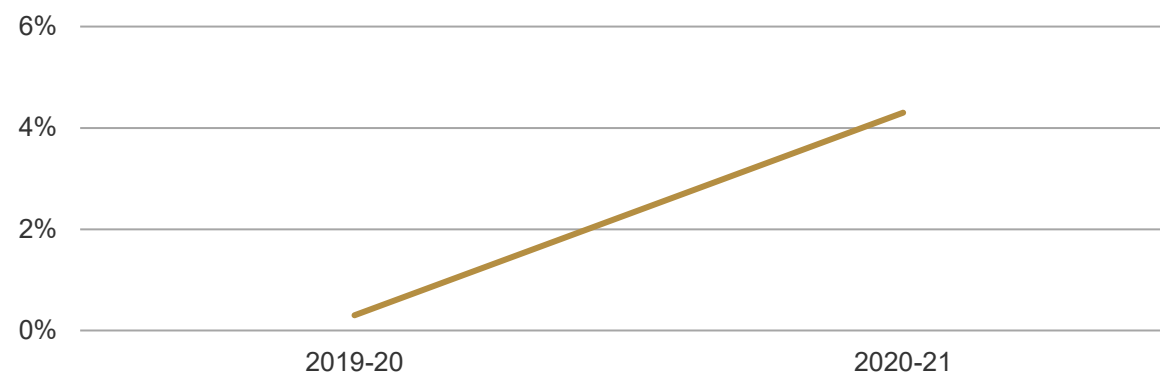
- In May 2021, Applicant wrote to the Planning Inspectorate requesting additional time at the pre-examination stage to allow for on-going engagement in respect of the Site of Special Scientific Interest notification from Natural England. The Planning Inspectorate has agreed a delay to the start of the Examination.

In addition to work to allocate Additional Restriction Grant to eligible businesses, officers continue to respond to enquiries from businesses in respect of property, financial and other support enquiries, including from start-ups. Links with the Kent & Medway Growth Hub enable access to wider support.

Economic development comments have been made on planning applications.

Signposting of additional support and opportunities are made through the Gravesham Business Network.

PI 32	% net gain in active businesses <i>(refers to previous year)</i>			
	Q1	Q2	Q3	Q4
2019-20	Annual indicator			0.3%
2020-21				4.3%
2021-22				
2022-23				



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## POLICY COMMITMENT

**4. Improve economic conditions:** alongside key partner agencies, develop a package of measures that support local enterprises and deliver a workforce with the skills needed by modern business.

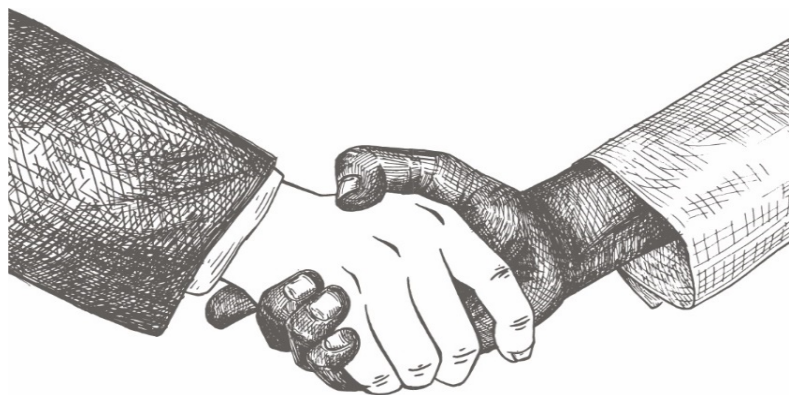
- In May, Seacon Terminals Ltd received consent for “ Construction of replacement river jetty approach (existing landside approach ramp to be demolished - remainder of existing 1950's jetty approach to be retained but retired from use); erection of replacement office/mess facilities to south eastern corner of site and associated re-arrangement of existing employee/guest car park; demolition of existing office, site clearance and works to provide relocated open storage area; and other ancillary works.

The Design & Access Statement for the application explained:

- The existing jetty approach provides vehicular access to and from the main deep-water berth and lower jetty
- Recent assessment of the existing structures by structural engineers concluded that the existing jetty approach has reached the end of its design life.
- On the basis of this assessment Seacon are of the view that the more cost effective and long term solution is to replace the existing jetty approach with a new jetty approach adjacent to the existing structure.
- The new jetty approach is critical to supporting the continued operation of the terminal, given it is the only access to both jetties.

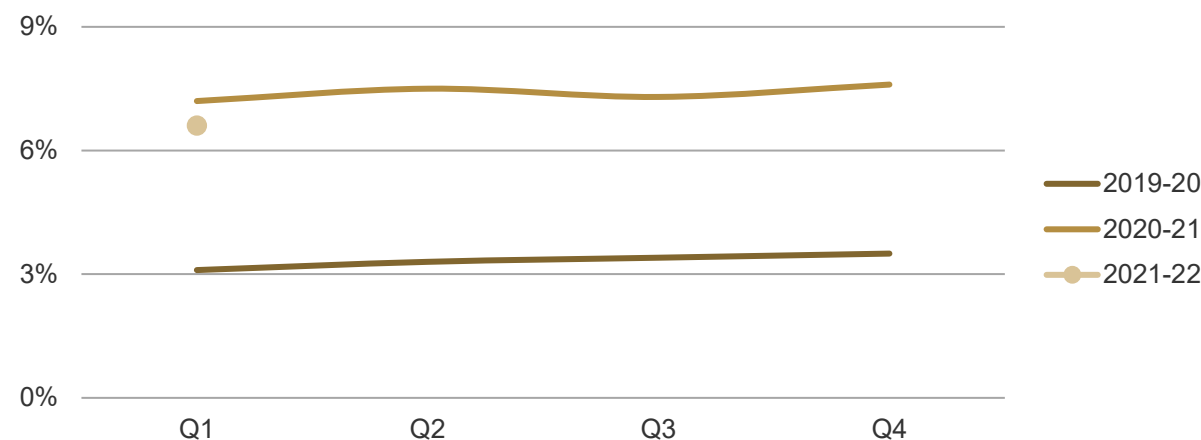
There was a slight dip in the numbers of people unemployed in the Borough, including youth unemployment. However, these numbers remain a concern given the fragility and change in the local economy in the pandemic. This is creating new opportunities to work with other partners, including the Department of Work & Pensions, local training/skills providers and larger project developers/agencies, including London Resort, the Lower Thames Crossing and developments being brought forward by the Ebbsfleet Development Corporation. Sharing of good practice is taking place through for example the Kent Employment Task Force.

Steps are being taken to confirm job descriptions for 34 placements within the Kickstart Scheme and the Council has appointed an Employability Co-ordinator to progress this work, together with other areas of supporting young people through apprenticeship opportunities and career graded posts.



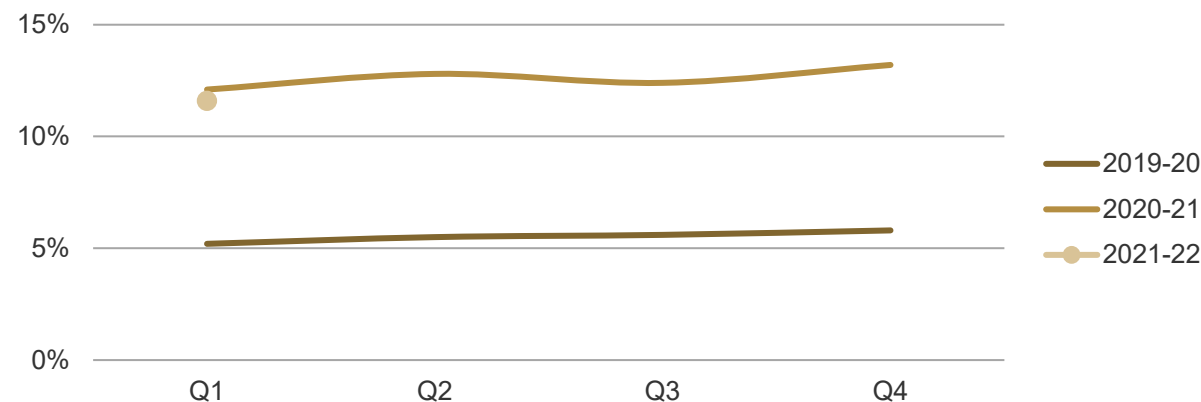
### PI 33 % rate of resident unemployment

	Q1	Q2	Q3	Q4
2019-20	3.1%	3.3%	3.4%	3.5%
2020-21	7.2%	7.5%	7.3%	7.6%
2021-22	6.6%			
2022-23				



### PI 34 % rate of youth unemployment

	Q1	Q2	Q3	Q4
2019-20	5.2%	5.5%	5.6%	5.8%
2020-21	12.1%	12.8%	12.4%	13.2%
2021-22	11.6%			
2022-23				



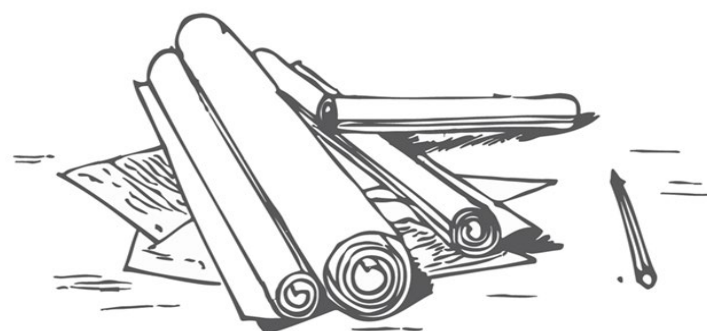
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## POLICY COMMITMENT

**5. Positively promote sustainable development:** deliver a pro-active development management service, underpinned by a sound Local Plan that protects and enhances our historic natural and built environment.

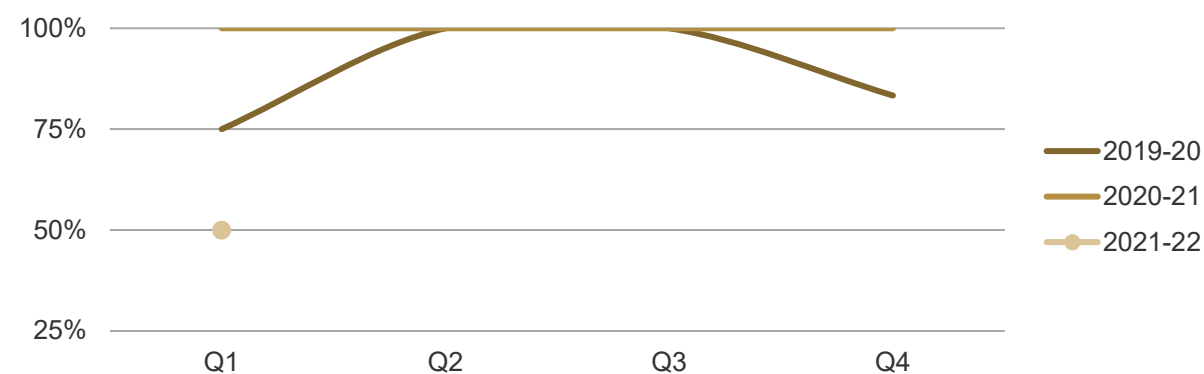
In Q1:

- Major applications – 50% (2 majors decided, 1 in time)
- Minor and other applications – 97.6% (254 applications decided, 248 in time)



PI 35 % of 'Major' planning applications processed on time

	Q1	Q2	Q3	Q4
2019-20	75.0%	100%	100%	83.3%
2020-21	100%	100%	100%	100%
2021-22	50.0%			
2022-23				



PI 36 % of 'Non-Major' planning applications processed on time

	Q1	Q2	Q3	Q4
2019-20	61.4%	77.0%	77.0%	85.8%
2020-21	94.5%	100%	96.6%	95.8%
2021-22	97.6%			
2022-23				

