Medway Authority Monitoring Report 2018

1st April 2017 — 31st March 2018

Volume 1 - Main Report

December 2018

Serving You

Executive Summary 2017/2018

DEMOGRAPHY

The latest mid-year estimate indicates that:

the population of Medway reached 277,616 in June 2017

This is 659 persons (0.2%) above the revised 2016 mid-year figure. The latest annual growth rate while significant has continued to slow compared to the rates of growth seen over the past five years.

REGENERATION

Demolition of Kitchener Barracks has been completed and work has commenced on the construction of 302 residential units. Marketing office shown right.

HOUSING COMPLETIONS

Figures were up on last year's completions: In 2017/18 there were:

680 housing units completed

88% were on previously developed land

19% were affordable

HOUSE PRICES

Property prices have increased by 47% since March 2013

Average property prices in Medway are now higher than the national amount, but remain below the local level in Kent and the South East.

NEW EMPLOYMENT FLOORSPACE

93.7%

of employment floorspace completed this year was on Previously Developed Land down on last year's figure of 98.7%

Due to demolitions of major employment sites such as Civic Centre Strood, Quayside Chatham Maritime and All Secure Canal Road Strood, there was a net loss of over 25,000sq.m.

UNEMPLOYMENT

The Job Seekers claimant rate has remained at its lowest levels since 2001 in Medway, staying at 1.4% in March 2018

However, this remains above both the National and Kent rates at 1.1% and the South East rate at 0.7%.

ECONOMIC PRODUCTIVITY

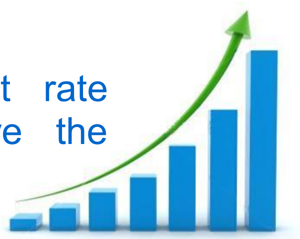
Medway's economy is worth just under £5.2bn

up on the previous year by 2.9%. This is the 5th year of productivity growth for Medway.

EMPLOYMENT RATE

In 2018 the employment rate in Medway rose for the fourth year, standing at 78%.

The Medway employment rate continues to stand above the national level at 74.8.



EDUCATION – GCSE ATTAINMENT

A new grading system has been introduced using scores from 1-9 rather than A*-C. This scoring system was first used in 2017;

the average attainment 8 score for Medway was 44.6 compared to the national score of 45.7.

NEW RETAIL FLOORSPACE

Gross retail completions were up over 40% from last year.

The largest amount of new A1 floor space was delivered from the redevelopment of the B&Q site at Strood Retail Park and from the retail units at Gillingham Business Park.

ENVIRONMENT – GREEN FLAG AWARDS

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

In 2017/18 all seven sites received the Green Flag award.

Green Flag Award®

HERITAGE AT RISK REGISTER

Currently Medway has 15 entries on the Heritage at Risk register, this is down from a high of 18 in 2015.

The number has reduced through work with the owners to undertake repairs and improvements. Other sites, such as Fort Amherst, have benefitted from Heritage Lottery Funding to help undertake a number of improvements and repairs.

MORTALITY

In 2017 the death rate remains lower than it was in 2014 and 2015 although still higher than the South East and the national level generally.

The male death rate in Medway fell to its lowest rate since 2013 and is now lower than females, which although has risen since last year, is not as high as it was in 2014.

LIFE EXPECTANCY

For 2014-16 life expectancy has risen marginally.

However, it is consistently lower than the average age for England.

TRANSPORT – TRAFFIC FLOWS

CAR JOURNEYS

Medway continues to see a lower rate of growth in car usage over vehicle usage.

Over the longer term car and vehicle journeys in Medway has grown at a slower rate in comparison to Kent and the South East and England.

BUS PASSENGER JOURNEYS

In 2016/17 8.7 million bus passenger journeys were made in Medway.

Medway has seen a slight drop in bus usage over the past four years, although nationally there has been a bigger fall in usage.

PORT CARGO TRAFFIC

Medway Ports are ranked 15th out of the top 30 busiest UK major ports

(dropping 2 places from last year) – with the cargo handled representing 1.8%.

Medway Ports cargo tonnage is down on last year, but similarly all traffic in England and Wales has generally fallen. The decline for all ports has also been notable since 2014.

PLANNING APPLICATIONS RECEIVED

1,489 planning applications were received in 2017/18

This is an increase of just over 2% from the previous year.

On average, nearly 95% of these were determined within the statutory or the agreed timeframe.

APPEALS During the year 2017/18, 55 appeals against the Council's decisions were determined. The Planning Inspectorate dismissed 83% of these appeals.

Introduction

Medway has changed significantly over the past few decades, with regeneration and new infrastructure contributing to the development of a modern city. The council is preparing a new Local Plan to manage Medway's growth up to 2035. The emerging plan is being developed in the context of pressures on the housing market and key services, a rising population, and it aims to direct growth in line with respect for the area's natural and built environment. The council is committed to securing the investments in upgrading the area's infrastructure to ensure that growth does not overstretch the capacity of services.

The council has produced a new regeneration strategy, Medway 2035, aligned with the ambitions of the emerging Local Plan. This is published alongside this Authority Monitoring Report. It promotes our key regeneration sites and the council's priorities for achieving a vibrant, successful and attractive waterfront university city.

This Authority Monitoring Report is produced on an annual basis to provide an overview of the context of development in Medway. It gives details of economic, social and environmental data to measure how Medway is performing as an area, and understanding its needs. It is a key mechanism for the Council's Planning Service in assessing the progress being made towards achieving its goals for economic growth, protecting the natural and historic environment, and meeting the needs of its communities. It provides information for the council and those interested in Medway to assess how we are performing in meeting the aims of our local plan, and our ambitions for sustainable development. It is a reference point in identifying the key issues that the new local plan must address to secure successful growth.

The Council has followed the established protocol for producing this Monitoring Report on an annual basis in December for the preceding financial year. This report provides monitoring information and statistical data for the period April 2017 – March 2018, with references to previous years for comparison purposes. The report has been informed by data gathered from planning applications determined at 31st March 2018. The sections on Planning Context, Duty to Cooperate, and Development and Delivery take account of information available up to November 2018.

The report is presented in three volumes. This is Volume 1 of the report which provides an overview of the key indicators of development and contextual issues in Medway. This includes short reports on the progress made in preparing the new Local Plan, and how the council has engaged with other authorities in planning for cross border strategic matters through the duty to cooperate. It also outlines the council's work in supporting development in Medway, and its actions to promote housing delivery and investment locally.

Detailed data on development statistics, such as the supply of land for housing and employment uses, is set out in Volume 2. This forms an important aspect of the evidence base for key planning measures, such as defining the authority's position on housing land supply and monitoring detailed changes in land use that inform policy in the new Local Plan.

Volume 3 is the Medway Local Aggregate Assessment for 2017, which specifically considers the supply of minerals for the aggregates sector and supports the strategic planning for industrial minerals. This is prepared in conjunction with the regional Aggregates Working Group.
These reports are available at:

http://www.medway.gov.uk/planningandbuilding/planningpolicy/authoritymonitoringreport.aspx

Planning Context

This section of the report considers updates in policy up to November 2018. This extends beyond the standard reporting period of April 2017 to March 2018, to take account of key changes in government planning policy and guidance that are relevant to the preparation of the Medway Local Plan.

The most significant development in this period was the publication of the revised NPPF in July 2018. This was accompanied by a number of updates to planning practice guidance. These included Build to rent, Community Infrastructure Levy, Consultation and pre-decision matters, Planning application fees, and Viability. Of particular relevance for Medway's local plan, the government published updated guidance on Local Plans, Plan-making and Housing and economic land availability assessment in September 2018. These provided further details on the requirements for cooperation on strategic planning matters, and the preparation of statements of common ground as part of the plan making process. Government also published a technical consultation on updates to national planning policy and guidance in October 2018. This signalled the government's intention to revise its proposed Standard Method for calculating Local Housing Need. The updated policy and guidance confirmed government's support for local plans to manage development in order to boost the delivery of housing, in line with its agenda for delivering 300,000 homes a year by the mid 2020s. The proposed changes break the link with the latest population and household projections.

The council has considered the requirements and implications arising from new policy and guidance. The new local plan will be prepared in this context. There are also wider implications that will impact on development management, and the Planning Service is preparing to respond pro-actively. We have set out our existing and planned actions in the Delivering Development section below.

Medway Local Plan

Medway Council is preparing a new Local Plan covering the period up to 2035. The focus of work over the last year has been consultation on the Development Strategy stage, and assembling a comprehensive evidence base. The Planning Service is now working on the production of the draft plan. In line with the updated guidance issued by government in Housing Need Assessment, September 2018, the council is to rebase the local plan to cover the period 2018-2035.

Local Development Scheme

The programme and timetable for the preparation of the new Medway Local Plan is set out in the Local Development Scheme. The council has prepared an updated Local Development Scheme, which is being presented to Cabinet for approval in December 2018, alongside this Authority Monitoring Report. The updated programme responds to the council's work on a Housing Infrastructure Fund bid. This ambitious bid seeks to secure investment in strategic upgrades to infrastructure and services. There are clear links between the HIF growth programme and the local plan development strategy. The draft plan will be informed by the outcome of the HIF bid.

The document sets out the programme for the production of the new Medway Local Plan. The new plan will comprise of strategic level policies, including provision for waste and minerals; targeted development management policies; land allocations and a policies map. On adoption it will replace the saved policies of the Medway Local Plan 2003.

Key milestones for Medway Local Plan

Stage	Date
Regulation 18 – Issues and Options consultation	Jan-Feb 2016
Regulation 18 – Development Options consultation	Jan-May 2017
Regulation 18 – Development Strategy consultation	March-June 2018
Regulation 19 – Publication of draft plan	Summer 2019
Submission of plan for examination	December 2019
Adoption (determined on outcome of Examination)	2020

The council consulted on a Development Strategy document in Spring 2018. This provided four scenarios on how Medway could approach meeting its development needs. They reflected:

- Meeting housing need of 29,500 homes, in line with the council's evidence base of Objectively Assessed Needs
- Investment in infrastructure to unlock growth, reflecting the potential that could be achieved through a successful HIF bid
- Meeting the government's target of 37,000 homes as identified as the Local Housing Need, using the promoted Standard Method
- Consideration of development within parts of the designated SSSI land at Lodge Hill.

All scenarios followed a broad strategy for urban regeneration, focused development around a small rural town on the Hoo Peninsula, and wider growth distributed across suburban and rural areas. The document also set out draft policies and approaches to manage growth in Medway.

Over 350 written responses were received to the consultation, together with over 11,000 representations made in support of a national campaign to object against development on SSSI land at Lodge Hill. The council has analysed the responses to consider the matters raised. Copies of the representations and a summary of the issues raised and a breakdown of the consultation responses are set out in a report published on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policies/519/future_medway_local_plan/1

Local Plan Evidence Base

The council is now preparing the content of the draft plan for publication in 2019. A broad evidence base informs the plan. Details of evidence base documents are available on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy/519/future_medway_local_plan/2

The Planning Service is continuing to develop the technical evidence base. This has included a number of key work streams over the last year.

Medway Retail and Commercial Leisure Assessment Part 2 (March 2018)

Following the completion of the North Kent SHENA Retail & Commercial Leisure Assessment 2016, the Council identified some issues that required additional research. Further work was commissioned to inform the preparation of retail strategy and policy formulation including the role of town centres, impacts on and from neighbouring centres, and consideration of the distribution of identified need for retail floor space. This research was published in support of the Development Strategy consultation in Spring 2018.

The report is available on the council's website at:

https://www.medway.gov.uk/downloads/file/2613/medway_retail_and_commercial_leisure_assessment_-_part_2

Strategic Land Availability Assessment (SLAA)

The purpose of a Strategic Land Availability Assessment (SLAA) is to identify the supply of land in Medway that is 'suitable', 'available' and 'deliverable' for development. The council has kept its information on land availability under review in preparing the new Local Plan, to ensure that its work is informed by an understanding of all options to deliver growth in Medway. An updated Strategic Land Availability Assessment was published in July 2018. This is available to view at:

https://www.medway.gov.uk/downloads/file/2988/medway_strategic_land_availability_assessment_2018

In early 2018, the council contacted registered owners of land in areas with regeneration potential to determine the availability of potential sites. The council also contacted all landowners and developers promoting land in Medway to collate further information on sites to assess viability and deliverability, and how any constraints may be addressed. This information has been used in the detailed site selection work informing the proposed allocations in the draft plan.

Strategic Transport Assessment

The Strategic Transport Assessment (STA) forms a key part of the transport evidence base. Given pressures on the existing transport networks and the scale of development needs, it is essential to demonstrate that growth can be delivered sustainably in locations and sites identified as allocations in the draft plan.

The STA establishes strategic infrastructure needs and mitigation measures required for each site allocation. Initial work provided a high-level assessment of the scenarios presented in the Development Options and Development Strategy consultations. Further stages have been carried out to more detail to inform site selection work. This work will incorporate a complementary assessment of the associated vehicle emissions within Medway's adopted Air Quality Management Areas. Further information will be published with the draft plan.

Gypsy and Traveller Accommodation Assessment

In 2017, the Council commissioned Opinion Research Services (ORS) to produce a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), in line with the Planning Policy for Traveller Sites. The GTAA covers the plan period, so that appropriate provision can be made to address needs. The council commissioned this work jointly with Gravesham Borough Council. Although two separate reports were produced, the joint commission provided for a consistent approach in determining needs for specialist gypsy and traveller accommodation.

The report is available to view at:

https://www.medway.gov.uk/downloads/file/3371/gypsy_traveller_and_travelling_showpeople_accommodation_assessment

Green Belt Review

Land in the western edge of Medway forms part of the metropolitan Green Belt around London. In preparing the new Local Plan, the council has carried out an assessment of the Green Belt locally. This work is published for comments in early 2019. An updated version will be produced for publication of the draft plan in 2019.

Medway's Heritage

The council published a Heritage Asset Review in November 2017 to provide a comprehensive overview of the built heritage of Medway. Its purpose is to review and assess the historic environment in Medway to provide a strategic, evidence-based framework that underpins the emerging Medway Local Plan. The Medway Heritage Asset Review can be downloaded from the Medway Council website:

https://www.medway.gov.uk/download/downloads/id/2368/heritage_asset_review_2017.pdf

The council has continued to develop its evidence base to promote a strong role for heritage in Medway's future growth. The council met with key heritage stakeholders to consider the findings of the Heritage Asset Review. This helped to identify key themes and ambitions, which were developed into a draft Medway Heritage Strategy. This has been published for consultation in early 2019 and is available on the Local Plan evidence base webpage:

https://www.medway.gov.uk/downloads/file/3478/draft_medway_heritage_strategy__
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Infrastructure Planning

The development of Medway is dependent on infrastructure improvements to provide the capacity to serve the needs of the area's growing population. The council published an Infrastructure Position Statement in January 2017, to set out the baseline condition of infrastructure and service across Medway. As the council prepares the draft plan, it is producing infrastructure planning documents to demonstrate how upgraded services will be delivered to support sustainable growth.
The council is bidding to the government's Housing Infrastructure Fund for strategic scale investments to unlock the growth potential of the area, and to support the delivery of the Local Plan. This includes significant transport upgrades, social and environmental infrastructure. The bid will be submitted in March 2019, with the outcome anticipated in May 2019. The development work on the Local Plan is informed by the content of the HIF investment programme.

The council has engaged with infrastructure and service providers as part of the preparation of the draft plan, and is working with neighbouring authorities on strategic infrastructure matters. These include consideration of the impacts of the Lower Thames Crossing. Medway Council has also liaised with Kent County Council in updating the Kent and Medway Growth and Infrastructure Framework.

Community Infrastructure Levy (CIL)

The Council is updating its evidence base on infrastructure needs as part of the preparation of the Local Plan, as outlined above. In advance of the adoption of the plan, the council has reviewed its Developer Contributions and Obligations Guide. This sets out the requirements on developments to ensure that the impacts of growth on services are adequately mitigated. The revised Supplementary Planning Document was adopted in May 2018. This is available to view at:

https://www.medway.gov.uk/downloads/file/2745/medway_guide_to_developer_contributions_and_obligations_2018

The council has not progressed the implementation of CIL in advance of the new Local Plan. Updates to the NPPF and associated government policy documents and publications have confirmed the importance of securing infrastructure upgrades in line with wider development. The council is considering the implications of the government's response to the earlier consultation on developer contributions. It also recognises the updated requirements for viability assessment in relation to plan making. The council is carrying out further work on infrastructure planning and delivery as part of the preparation of the draft plan. This will be accompanied by a viability assessment that considers the impact of the plan's proposed policies and ability to deliver the development strategy promoted in the plan.

Development Briefs and Masterplans

Medway has a well established urban regeneration programme and much of the development in the last year has taken place on brownfield sites such as Gillingham Waterfront and Temple Marsh. The council recognises that regeneration sites can be complex to develop. The council supports measures that can provide greater certainty to the market. It has led on the preparation of supplementary planning documents to promote available development opportunities and set out additional guidance on design. Further information is available on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy/146/current_planning_policies/4

In the last year, the council adopted a development brief for **Strood Waterfront**. This promotes the ambitions for growth opportunities on strategic sites in Strood, that could transform the centre and waterfront sites. The council is delivering infrastructure improvements, such as flood defence works, to enable development. The development brief is available to view at:

https://www.medway.gov.uk/info/200177/regeneration/462/regeneration_in_strood/2

In June 2018, the council adopted a **Chatham Interface Land** development brief to update guidance on a key regeneration site that sits on the boundary of Chatham Historic Dockyard and Chatham Maritime. This promotes opportunities for residential led mixed use development. The development brief is available to view at:

https://www.medway.gov.uk/info/200149/planning_policy/607/chatham_interface_land_development

The council is working with partners, including Tonbridge and Malling Borough Council to bring forward a successful high quality business park near Rochester Airport, known as **Innovation Park Medway**. In Autumn 2018, the council consulted on a draft masterplan for the site. Further details are available on the council's website:

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

As part of the evidence base for the new Local Plan, and wider regeneration aims, the council has commissioned work to produce town centre masterplans and delivery strategies for Chatham, Gillingham and Strood. The council recognises the significant structural changes that have been taking place in town centres over recent decades, and that there are new opportunities for redevelopment in some locations. The purpose of the documents was to help identify such opportunities and how the centres could form a greater part of Medway's regeneration programme in coming years. The council has also commissioned a Hoo Development Framework to set out key principles and potential approaches in planning a rural town on the Hoo Peninsula. The council has worked with a range of stakeholders on initial stages of work on the masterplans and development framework. It intends to hold further engagement in 2019 that can be used to inform the content of the draft plan.

Neighbourhood Plans and Neighbourhood Development Orders

In June 2015, a Neighbourhood Area was designated in Cliffe and Cliffe Woods for the purpose of preparing a Neighbourhood Plan. This was the first in Medway. The neighbourhood planning group has continued to work on collating its evidence base over the last year, and has employed a planning consultant to support the preparation of the draft neighbourhood plan. The parish council anticipates that it will consult on the draft plan in 2018, before submitting it to Medway Council for the latter parts of the process. More information is available on the parish council's website at:

http://www.cliffeandcliffewoods-pc.gov.uk/community/cliffe-and-cliffe-woods-parish-council-12909/ccw-neighbourhood-plan/

In the last year there has been increased interest from local communities seeking to develop their own Neighbourhood Plan. In August 2018, a second Neighbourhood Area was designated for the parish of High Halstow. The neighbourhood planning group has carried out a number of consultation events with residents to identify key issues and define objectives for the plan. Further details are available on the parish council's website at:

http://www.highhalstow-pc.gov.uk/community/high-halstow-parish-council-13291/neighbourhood-plan/

A further application for the designation of a Neighbourhood Area was submitted by the parish of Hoo St Werburgh in October 2018, and the confirmation of the designation is expected in December 2018. The Arches Local community group has also informed the council of its intention to define an area for its Neighbourhood Plan, and set up a Neighbourhood Forum. These are likely to be confirmed in early 2019.

The groups are working to different timetables for the preparation of their Neighbourhood Plans. There are no current or proposed Neighbourhood Development Orders in Medway.

Medway's Planning Service supports the work of the neighbourhood planning groups locally. Officers have attended steering group meetings, presented at public meetings, participated in consultation workshops and events, and provided materials and information to the local groups. The council will continue to work with neighbourhood planning groups to coordinate work on the two tiers of plan making that will form the development plan for Medway.

The council has set out how it will support the preparation of neighbourhood plans in Medway in the updated Statement of Community Involvement published in December 2018.

Local Aggregate Assessment

In line with the requirements of the National Planning Policy Framework and government guidance in the Planning Practice Guidance on the Managed Aggregate Supply System, the Council has prepared a Local Aggregate Assessment summary covering operations and sales in 2017. This provides an assessment of the demand and supply for aggregate minerals to meet local and wider strategic needs, and any environmental and economic constraints that may influence this. The key information collected for 2017 is set out in Volume 3 of this Monitoring Report. To be consistent with the monitoring period and the regional approach, the document is titled 2017, although it has been produced in 2018, as part of the Authority Monitoring Report.

The Medway Local Aggregate Assessment 2017 has been reviewed by members of the South East England Aggregates Working Party (SEEAWP), and its content agreed.

The Local Aggregate Assessment representing Volume 3 of the AMR is available to view at:

http://www.medway.gov.uk/planningandbuilding/planningpolicy/authoritymonitoringreport.aspx

Duty to Cooperate

From the outset of its work in preparing a new Medway Local Plan, the council has built in the need to meet the 'duty to cooperate', as integral to a legally compliant development plan. The duty to cooperate requires the council to *'engage constructively, actively and on an ongoing basis'* with other Local Planning Authorities and Public Bodies to address *'strategic matters'*. In particular the duty to cooperate requires the Council to work with neighbouring authorities, including Kent County Council, to address strategic issues that *'cross administrative boundaries'* for example the provision of infrastructure or meeting housing needs.

The government has provided details on the requirements for the production of Statements of Common Ground that provide greater clarity on the strategic cross border matters being considered, and how local planning authorities are approaching these issues.

Medway Council has collaborated with neighbouring authorities, where there have been opportunities, in the preparation of evidence base documents. The council jointly commissioned work with Gravesham Borough Council on a North Kent Strategic Housing and Economic Needs Assessment, and more recently on a Gypsy and Traveller Accommodation Assessment.

Plan Making

The council has continued to engage with neighbouring authorities both at key stages in plan making, and on an ongoing basis in relation to strategic projects, and through sub-regional working groups and committees.

The council published the Regulation 18 Development Strategy consultation document in Spring 2018 for comments. It identified a number of strategic issues of relevance to the Medway Local Plan. Representations made at Regulation 18 consultations have confirmed the range of cross border matters are broadly understood as set out in section 2 of the Development Strategy document, 'Medway in 2035 – Vision and strategic objectives for the Local Plan'. These include Medway's location in the Thames Gateway regeneration corridor, commuting links and migration patterns, health provision, and environmental matters. Strategic developments, such as the proposed Lower Thames Crossing, Ebbsfleet Garden City and the London Entertainment resort on the Swanscombe peninsula are noted.

The council held a number of specific meetings with neighbouring local planning authorities, and wider statutory consultees in relation to the Development Strategy consultation. These meetings were in addition to the consideration of formal representations made to the Regulation 18 consultations. Information on the meetings is provided in a report summarising the consultation programme and outcomes. This is available on the council's website at:

https://www.medway.gov.uk/info/200149/planning_policy/519/future_medway_local_plan/3

The council has also sought further engagement from utilities bodies in planning for infrastructure needs to support growth in Medway. In addition to the Development Strategy consultation and the review of the Guide to Developer Contributions and Obligations, the council held bespoke meetings with services and targeted information requests.

In meeting with neighbouring planning authorities, the council has discussed the potential implications and issues arising from its emerging Local Plan, and also those of plans being progressed locally. This has included responses to the consultation on the draft Tonbridge and Malling Local Plan and the Regulation 18 consultation on the Gravesham Site Allocations and Development Management Policies document.

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

- *Consultations & Representations*
  Officers monitor publications and consultations by neighbouring authorities and other public bodies, making formal representations where appropriate.

- *Regular Partnership and Project Meetings*
  Regular liaison meetings take place with our neighbours through the Kent Planning Officer Group and the Kent Planning Policy Forum both of which take place every other month. As well as providing a formal forum for debate, these meetings also provide an important opportunity for sharing information and holding discussions with officers from neighbouring authorities. Medway is a member of the Wider South East group of local authorities that provides a mechanism for engagement and information exchange in relation to strategic planning matters in London. The review of the London Plan has been a key matter for consideration in assessing potential implications for the local area.

  Waste and minerals are of particular significance to strategic planning. The Council is an active member of the South East England Aggregates Working Party (SEEAWP) and the South East Waste Planning Advisory Group (SEWPAG). These provide a basis for exchange of information on minerals and waste planning matters, and in establishing consistent and coordinated approaches to minerals and waste planning. SEEAWP has a role in the production of the annual Local Aggregates Assessment (LAA), and has provided a formal sign off for Medway's LAA.

  On environmental issues, the council participates in the North Kent Environmental Planning Group, which seeks to develop an evidence base and integrated best practice in planning for the internationally important estuaries and marshes of the Thames, Medway and Swale. A dedicated Management Board with representatives of councils and voluntary organisations across north Kent has been set up to oversee the implementation of the North Kent Strategic Access Management and Monitoring scheme. This works on a strategic approach to managing and mitigating the potential impact resulting from recreational disturbance to the Special Protection Areas of the Thames, Medway and Swale estuaries and marshes.

  The council is also a member of the Kent Downs Area of Outstanding Natural Beauty Joint Advisory Committee, which has been responsible for the preparation of a joint AONB Management Plan, adopted by all member councils, including Medway. In addition, Medway Council participates in work coordinating planning for the natural environment, such as Local Nature Partnerships.

  Medway has worked with Kent County Council on the planning and investments in broadband infrastructure, and engaged in the 2017 review of the Kent and Medway Growth & Infrastructure Framework. This is now being progressed into proposals for a digital resource to support infrastructure planning and lobbying for resources.

Medway Council is a member of the Thames Gateway Kent Partnership which coordinates regeneration work across north Kent. This has been used as a structure to discuss and coordinate responses to the proposals for the Lower Thames Crossing east of Gravesend.

The council is working with Tonbridge and Malling Borough Council on cross border planning issues for Innovation Park Medway.

Delivering Development

This section provides information on delivery rates in Medway, and what the council is doing to promote and support sustainable development.

There are signs of increased confidence in development in Medway. People can see the transformation of the urban waterfront taking place in areas like Gillingham Pier and Rochester Riverside. A greater range of companies are now building homes in Medway. There are a range of sites available for development across Medway. Rates of housebuilding are increasing year on year.

The government's ambitions are to boost rates of housebuilding to 300,000 homes a year by the mid 2020s. It has amended Planning legislation to promote the development of housing, has set challenging local housing needs targets for councils, and it is introducing a Housing Delivery Test. The test will measure what developers are building in Medway, and will have a number of implications for the local planning authority, including the potential weakening of planning powers.

Development in Medway

Rates of housing delivery have been increasing in Medway over the past three years. There is progress on key regeneration sites, but there is also growth in smaller urban sites and in suburban and rural locations. In advance of the new Local Plan, and the challenges set by government to boost housebuilding, the council has granted planning permission for a number of greenfield sites, outside of current Local Plan development boundaries, to increase housing land supply. The impact of the council's actions can be clearly seen in the statistics for projected development set out in this AMR. In 2014/15, only 6% of consented development not yet built was on greenfield sites. In this year's report, we can see that 26% of future development of homes in Medway are planned to be on greenfield sites. This provides for a diverse mix of sites to attract different sectors of the housing market.

The council is preparing the new Local Plan to address the significant uplift in housing needs, and is also seeking means to encourage the delivery of consented schemes in Medway. We have carried out an iterative process of Strategic Land Availability Assessment to identify suitable and available sites for development. We have sought further information from developers and land promoters on how existing constraints may be mitigated to provide for sustainable development. The new plan will also consider the range and mix of housing needs, to ensure that there is a balanced housing offer to meet the communities' needs. The Planning Service is promoting higher density schemes in suitable locations, well connected to transport options, where more efficient use could be made of land. The council has also contacted land owners in potential redevelopment areas to make them aware of opportunities through the Local Plan, and determining if there are further sites that could be made available for development.

There are a complex range of factors that influence the operation of the housing market; many of which are outside of Planning, such as the availability of skilled labour and materials. The council is committed to a coordinated approach to promote the delivery of its ambitions for Medway's successful growth. The local planning authority has reviewed government policy updates and wider publications, such as the Letwin Review, to take account of factors that it could influence through its Planning service and wider corporate work. The current trajectory of housing sites to be built in Medway by 2035 provides for over 8,000 homes. The council encourages measures that bring forward their delivery. Government is particularly concerned to boost housing supply in areas of high demand. Although Medway's housing market is more affordable than surrounding areas, it is still considered to be an area of high demand. The government's focus is not just on delivering planning permissions, but finding ways to unblock delays to commencement and then to speed up actual delivery. Medway is committed to contributing to these actions where possible.

The government has identified market saturation issues, where there is a limited choice of housing types delivered by a small number of housebuilders. Achieving greater diversity in the market is seen as a means of addressing this constraint. Medway has in recent years been reliant for significant development on a small number of volume housebuilders, in particular Countryside (St Mary's Island and Horsted Park), Bellway (Bells Lane, Hoo), Redrow (St Andrew's Park, Halling) and Berkeley (Victory Pier, Gillingham). In the last year, over 50% of housing development took place in three wards where these developers were active – Gillingham North, Rochester South and Horsted, and Cuxton and Halling. However, over the past year we have also seen increased interest in Medway with a number of other volume house builders and SME's entering the market, as well as Redrow, Bellway and Countryside (in particular) maintaining their interest. Newer sites include Redrow (Mierscourt Road, Temple Waterfront and High Halstow*[1]), Countryside (Rochester Riverside), Persimmon (Otterham Quay Lane *), Bellway (BAE at Hoo and Chatham Driving Range*), McCullough Homes (Bakers Field, Rainham), Peel (Chatham Waters), Esquire (Street Farm, Hoo), Wimpey (Stoke Road, Hoo*), Abbey Homes (Peninsula Way, Chattenden and Darland Farm, Capstone*). In addition we have seen growth in provision of modular homes with Kitchener Barracks (TopHat) and Peacock Rise, Walderslade (Ene group). We also have new entries to the Medway market progressing permissions for sites - Leander Homes (Mitre service station, Rochester), Linden Homes (Berengrave Lane, Rainham), Jones Homes (Stoke Road, Hoo), Quinn Estates (Bardell Wharf, Rochester). In addition mhs homes continue their regeneration programme, redeveloping areas of poor social housing in their ownership including adjacent to Chatham centre and at Corporation Street in Chatham.

Role of Medway Council

The council is taking a lead in bringing forward development land, through infrastructure investments, such as flood defence works in Strood, to enable the construction of hundreds of new homes. It is creating a positive policy environment that supports growth, through its partnership work on leading regeneration sites such as Rochester Riverside, and providing certainty to the market through development briefs and masterplans. Our work on the masterplan and Local Development Order for Innovation Park Medway sets the framework for a modern business park attracting quality jobs to Medway.

The council maintains an ongoing and constructive dialogue with developers, to share an understanding of the issues and opportunities in Medway's development. The Planning Service holds annual forums with major developers, and a separate meeting with planning agents. These cover updates in the service, implications of policy changes, and we encourage developers and consultants to raise issues that could feed into improvements in our service. The Head of Planning has expanded this dialogue through a series of breakfast meetings between neighbouring local planning authorities and developers on key topics. Issues raised in the last year have included affordable housing and build out rates. Many of the roundtable discussions

[1] * Planning applications

consider potential constraints to delivering development. The council also organised joint meetings with developers, local planning authorities and the Chief Planner at MHCLG to discuss deliverability.

The Planning Service has established a new post of Implementation Officer, with the purpose of strengthening the understanding of the development sector in Medway, and specifically following up on schemes where development is delayed in coming forward. A process has been established to monitor and encourage the implementation of planning consents for housing development sites including those with less than 5 units. This includes contacting the applicant and establishing the reasons for any delay in implementation or non-implementation of the consent. The responses are being analysed and categorised to determine if there are any common causes for delay and working towards ways of overcoming these.

Planning officers also consult with developers annually to check the projections on phasing for development. This information is then used to produce the development trajectory data in this AMR.

Through the engagement work with the development sector, the council has gathered information on delays in building out consented schemes. SMEs advise that for smaller sites, subject to there being few pre commencement conditions that they could be on site quickly. Volume housebuilders advise that on large sites, initial development is slow as they start by doing necessary infrastructure works, such as establishing access. The council has not received information that developers are deliberately ‘landbanking’ on consented schemes. The issue may apply to land without planning permission. Pre commencement conditions were an area of concern but the council promotes the use of Planning Performance Agreements. These build in time to agree conditions and then agreement for submitting and clearing conditions.

The council has reviewed and resourced the development management process to ensure its effectiveness in securing sustainable development. The Planning Service makes good use of pre-application processes and Planning Performance Agreements, which are supported by applicants. Figures for the proportion of planning applications determined within time are high and have increased over the last year, with 85% of major applications determined in time, and 90% of minor applications. The council has reviewed standard conditions to consider if there are implications for any unnecessary delays to delivery. The Planning Service is using the income from the increase in planning fees to resource in the team, to make permanent temporary staff, and to increase staff in validation, landscape, urban design, empty properties and implementation.

The council recognises that viability can be an issue with brownfield sites, and has an ‘open book’ approach to review development contributions where appropriate. The new Local Plan will be supported by a Viability Assessment. Work commissioned on town centre masterplans has included delivery strategies to consider constraints to development and viability issues.

The Planning Service has reviewed its processes to identify areas that could speed up the delivery of sustainable development. The council has introduced a standard template form for the Strategic Access Management and Monitoring Scheme that addresses requirements on developments under the Habitats Regulations. The bird mitigation contributions process has been streamlined, but delays can arise with external statutory consultees. The authority is working with Natural England on managing appropriate assessment of relevant sites.

The council has welcomed the use of modern methods of construction as a possible means of speeding up the delivery of housing. Together with schemes being built in Medway, the council is seeking opportunities to secure a modular construction facility in Medway to support the local housing market.

The council has been advised by developers that there is an issue with the supply of materials and this links to materials conditions. The council notes that developers would like to have a range of materials agreed which allows them flexibility and ability to adapt to delays/shortages. This is given consideration.

The council promotes training opportunities in the construction sector, with courses available at the further and higher education providers in Medway, and the University Technical College. We promote apprenticeships in construction schemes, such as Rochester Riverside. This provides both career opportunities for local people and helps to address resourcing issues in the construction sector.

Medway Council promotes the area's regeneration as a corporate priority. We publish Medway 1, that celebrates the successes of development locally and promotes further opportunities. The council launches each edition with an invited audience of key stakeholders in commercial and development sectors to boost confidence in Medway and sustain dialogue. You can view the publication at: http://medway1.com

The Planning Service works in collaboration with other services to promote and deliver successful growth. The council's Regeneration Delivery service has secured investment in infrastructure to enable and promote development to deliver our regeneration ambitions. The Regeneration Delivery team includes dedicated staff working on external funding bids, regeneration project delivery, inward investment and economic development. Our refreshed regeneration strategy, Medway 2035, has been produced in close alignment to the Local Plan. Updated development briefs and masterplans provide certainty to the market on key regeneration opportunities and our expectations. The council works successfully in partnership with government agencies, such as Homes England, developers and housing providers to bring forward sites. We have a well established programme for our waterfront regeneration sites, and are extending our work to direct attention to the town centres. Work commissioned for Chatham, Gillingham and Strood centres will inform the Local Plan.

The council is working on an ambitious bid to secure £170m for infrastructure improvements through the Housing Infrastructure Fund, to enable delivery of the Local Plan. The bid includes strategic transport improvements, including the introduction of new passenger rail services, and a package of social and environmental investments to enable the delivery of a rural town on the Hoo Peninsula.

The council has established the Medway Development Company to directly deliver development. It is progressing schemes on brownfield sites, delivering new homes, making better use of land and contributing to market confidence on Medway's future growth. The council is contributing its own land to a development portfolio and is working through One Public Estate to bring forward further opportunities for the redevelopment of underused public sector land assets. The council has also the ability to use its Compulsory Purchase Order powers to assist with land assembly. It is recognised that these brownfield sites are extremely challenging, with a number of considerations to be addressed, including flood risk, contamination, heritage, ecology, loss of parking provision. The council's work on development briefs supports planning the delivery of such complex sites.

Development and Regeneration

Medway is a leading conurbation in the south east and has a high profile regeneration programme that is transforming redundant brownfield sites. This is most notable in the Chatham Maritime area and the wider urban waterfront areas. However there are also clear signs of redevelopment in more central areas, as an important component of establishing Medway's contemporary urban character. The council champions this growth that is delivering investment in new homes, jobs and services and opening up opportunities for residents. There is increasing confidence in the market, attracted by the spectacular settings of our waterfront sites and the leadership and investment provided by the council to bring forward key locations, such as Strood Riverside. Medway 2035, our regeneration strategy sets out our further ambitions for the area's successful future.

Chatham Maritime

Strategic brownfield sites can take longer to develop, and are more costly. Many sites in Medway have benefitted from investment, such as land decontamination and flood defences, to facilitate delivery. The council has led on this work over the last 20 years and continues to establish the conditions for successful development, such as at Strood Riverside which will benefit from a new flood defence scheme and an updated development brief to guide growth in the area.

The landmark regeneration site at Rochester Riverside now has planning permission for a strategic scheme, including up to 1,400 homes. The redevelopment of Kitchener Barracks is delivering the area's largest modular housing scheme meeting high sustainability standards and demonstrating new ways of speeding up the supply of homes to the market.

The council is committed to securing investment that can deliver its vision for Medway, as a leading waterfront university city. Funding has been secured through the South East Local Enterprise Partnership to improve infrastructure and boost the economy. The council has also bid to the Housing Infrastructure Fund to invest in the strategic infrastructure that is critical to Medway's ability to accommodate the scale of projected development needs in the emerging Local Plan.

In September 2017, the Ministry of Defence withdrew its outline planning application for the development of a new settlement at Lodge Hill, Chattenden, which proposed up to 5000 new homes. Homes England (HCA) now owns the site, and is working on a new scheme to promote through the Local Plan and a fresh planning application.

The council organised the Medway Design Awards in June 2017 to showcase and celebrate the best achievements of regeneration and development in Medway over the past ten years. This attracted a high level of interest, and demonstrated how Medway has benefitted from development and the increasing confidence in the area as a place that is positive about its future growth which is characterised by quality design.

Local Enterprise Partnership Funding

Central Government allocates funding for various projects to Local Enterprise Partnerships across the UK. Medway's funding is issued to and managed by the South East Local Enterprise Partnership (SELEP). Medway has been granted Local Growth funding for several schemes totalling £40.2m as shown below:

Scheme	Grant
Chatham Town Centre and Public Realm Package The Chatham town centre project is focusing on improving the Gateway link between Chatham railway station and Chatham town centre and waterfront area. Work is delivering a high quality environment, providing for a more pleasant and convenient experience for pedestrians. 	**£4 m**
A289 Four Elms Roundabout to Medway Tunnel Journey Time and Network Improvements See the Transport section for more information.	**£11.1 m**
Medway City Estate Connectivity Improvement Measures See the Transport section for more information.	**£2 m**
Strood Town Centre Journey Time and Accessibility Enhancements See the Transport section for more information. 	**£9 m**
Medway Cycling Action Plan See the Transport section for more information.	**£2.5 m**
Innovation Park Medway (Rochester Airport Technology Park) This supports the development of a major new employment site, whilst also safeguarding the future of the airport.	**£8.1m**
Civic Centre Flood Defences Flood defence works to enable the development of over 300 homes on the former Civic Centre Site in Strood	**£3.5 m**

Brownfield Land Register

The regeneration of brownfield sites forms the core of Medway's development strategy. The council supports the effective use of land that has been previously developed to promote sustainable development and meet the wider objectives of ambitions for Medway's growth. As well as seeking investment to bring forward key regeneration sites, the council promotes greater awareness of the availability of brownfield sites for development.

Local Planning Authorities are required to publish and maintain a Brownfield Land Register. The purpose of the register is to encourage use of previously developed land, and help boost the supply of housing. In 2017/18, there were nine sites, with capacity for over 100 homes on the register. These are in addition to the large sites in Medway's regeneration programme. The current Medway Council Brownfield Land Register is available to view at:

https://www.medway.gov.uk/info/200149/planning_policies/140/brownfield_land_registers

Regeneration Sites - update

Rochester Riverside

Rochester Riverside is a flagship regeneration scheme for Medway. Medway Council and Homes England have signed an agreement with Countryside and the Hyde Group to deliver a £400m development consisting of 1,400 new homes, a primary school, work space, retail, leisure and health care facilities over the next 15 years. Planning permission was granted at the end of January 2018 and work commenced in the late spring. This is attracting much interest, and the location by the new Rochester Station offers excellent transport connections. Further details are available at:

www.rochesterriversidecommunity.com/

Rochester Riverside
Ground breaking ceremony
22 March 2018

Chatham Waters

The Mast and Rigging pub opened for business at Chatham Waters. The remainder of the 14.6 ha site will have a mix of uses including office space, student accommodation, educational space, hotel, event complex, food store and 950 residential units *(artist's impression left, credit Peel Land & Property)*. The next phases of development will consolidate this area as a new urban quarter, alongside St Mary's Island and Gillingham Waterfront.

Chatham Dockyard

Funding of a £4.8 million lottery grant has been obtained for the refurbishment of the Fitted Rigging House in the Dockyard. It will become home to a visitor centre. The project will also involve relocating the Dockyard's library and archives. This continues the success of the Chatham Historic Dockyard Trust in attracting investment and new uses to secure this unique heritage asset.

Hoo Peninsula

There has been increasing interest in development sites on the Hoo Peninsula in recent years. Much land is being promoted through the Local Plan, but a number of planning applications have also been approved in and around Hoo St Werburgh. These include Street Farm in Hoo (50 dwellings), land north of Peninsula Way (131 dwellings), land south of Stoke Road (127 dwellings) and the former Sports Ground at Bells Lane (232 dwellings).

Strood

The official opening of the Medway Innovation Studios in Strood *(pictured right)* took place in August. The shipping container buildings took about 10 weeks to construct managed by CargoTek. Every space at the studios has been let.

Redrow Homes have commenced building at the Temple Waterfront site. The first dwellings are expected to be occupied in July 2018.

The former Civic Centre car park in Strood has now closed enabling the flood mitigation works to commence.

The Strood Waterfront Development Brief 2018 was produced following public consultation in December 2017/January 2018.

St Andrew's Park, Halling

Development on the old Halling Cement Works site continues. Developers Redrow have almost completed the dwellings. To the east of Formby Road (opposite the current development) applications were submitted in 2017/18 for further residential units and also for B1 and B8 start-up business units.

Kitchener Barracks

Demolition of Kitchener Barracks has been completed and work has commenced on the erection of the 302 homes. More details available at:

https://kitchenerbarracks.com/

The new Kitchener Barracks marketing suite shown left.

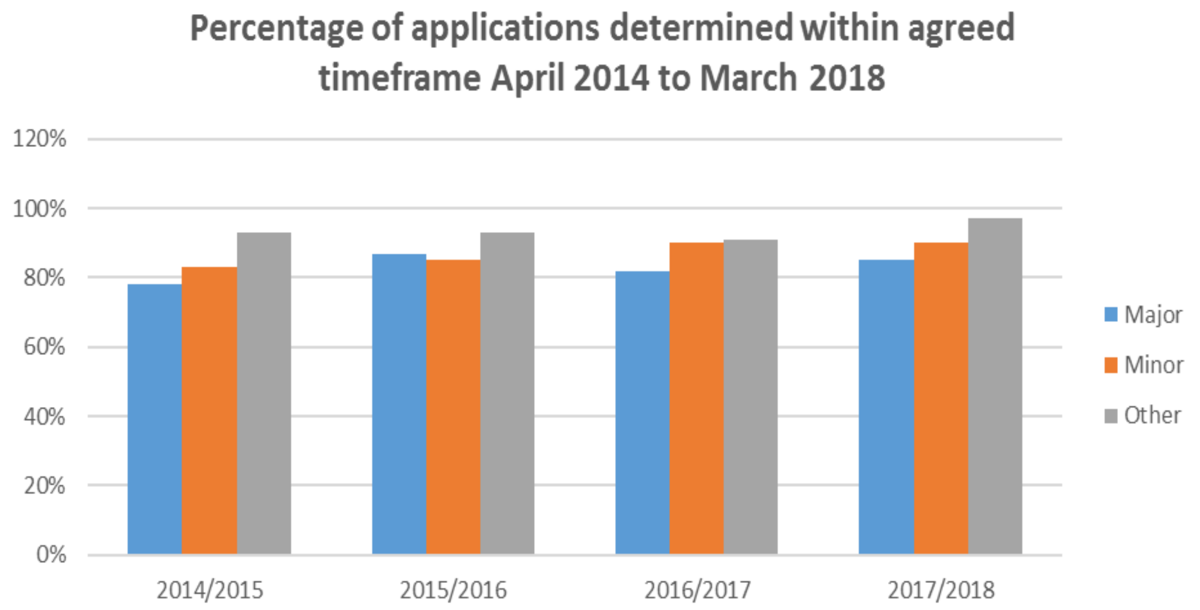
Development Management Planning Statistics

Planning applications

In 2017/18 1,489 planning applications were determined.

Number of applications determined and percentage processed within the statutory timescale or the agreed timeframe

	2014/2015		2015/2016		2016/2017		2017/2018	
	Nos	%	Nos	%	Nos	%	Nos	%
Major	56	78%	54	87%	65	82%	55	85%
Minor	369	83%	285	85%	314	90%	355	90%
Other	908	93%	983	93%	1,074	91%	1,079	97%



Major

- *Large-scale major developments - where the number of residential units to be constructed is 200 or more or 1,000 square metres of industrial, commercial or retail floor space.*
- *Small-scale major development - where the number of residential units to be constructed is between 10 and 199 inclusive.*

Minor

Is where the number of dwellings to be constructed is between 1 and 9 inclusive. A site area of less than 0.5 hectares should be used as the definition of a minor development. For all other uses, a minor development is one where the floor space to be built is less than 1,000 square metres or where the site area is less than 1 hectare.

Other

Covers minerals processing, change of use, householder developments, advertisements, listed building consents, conservation area consents, certificates of lawful development and notifications.

Managing planning applications process

The general view when processing planning applications is to focus on achieving a positive, pro-growth planning system. It is considered better to take extra time and get a better quality result, than to rush the decision and get a poor result, or simply object to proposals, which if adjusted could represent sustainable development. The Government introduced the use of Planning Performance Agreements (PPA's) and Planning Extension Agreements (PEA's), whereby applicants and Local Planning Authorities can agree an appropriate timeframe for the determination of an application, subject to there being a programme and clear end date for the determination.

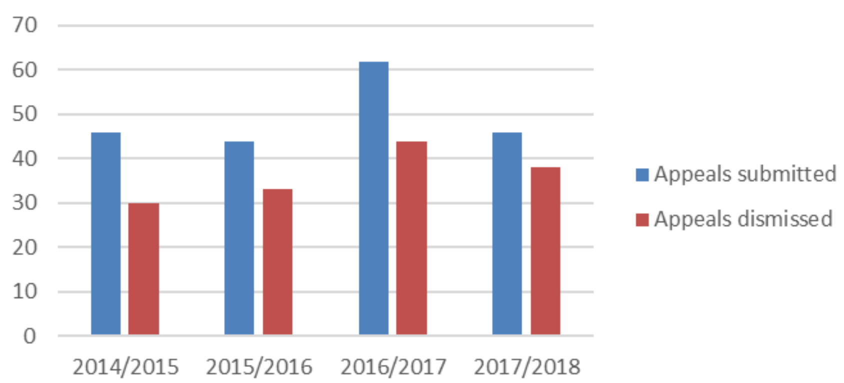
Planning Performance Agreement (PPA)
A PPA is a framework agreed between a local planning authority and a planning applicant for the management of complex development proposals within the planning process. A PPA allows both the developer and the local planning authority to agree a project plan and programme, which will include the appropriate resources necessary to determine the planning application to an agreed timetable. Medway makes good use of PPAs, and many developers welcome the bespoke service that they provide.

Planning Extension Agreements (PEA's)
A PEA is used to develop a bespoke timetable, whereby the timetable can be extended beyond 8, 13 or 16 weeks so long as the council and the applicant agree. Provided the council is able to meet the new agreed date, an application will be counted as satisfying the timeliness requirement for applications.

Appeals against planning decisions

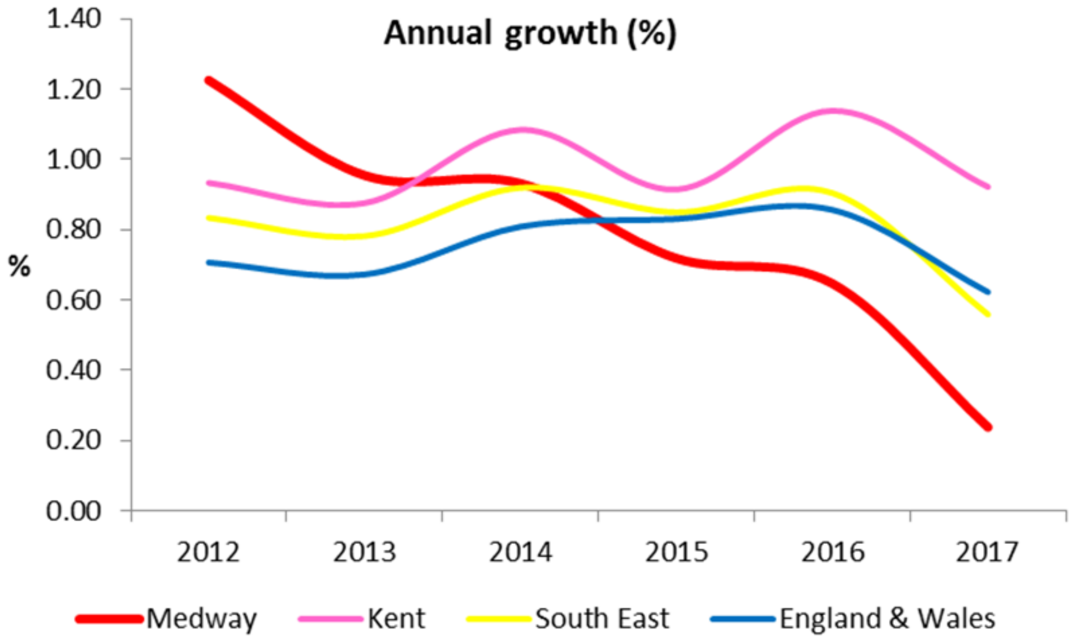
During the year 2017/18, 55 appeals against the Council's decisions were determined.
The Planning Inspectorate dismissed 83% of these appeals.

Percentage of Dismissed Appeals	
Year	**Percentage Dismissed**
2014-2015	65%
2015-2016	75%
2016-2017	65%
2017-2018	**83%**



Population

Mid year estimate 2017



The latest mid-year estimate indicates that the population of Medway reached 277,616 in June 2017 – 659 persons (0.2%) above the revised 2016 mid-year figure.

The latest annual growth rate while significant has continued to slow compared to the rates of growth seen over the past five years. The council is considering the implications of these trends in planning for the future needs of the area.

Population growth

	Medway		Kent	South East	Eng & Wales
	Population	Percent change			
2012	268,130	1.23	0.93	0.83	0.71
2013	270,689	0.95	0.88	0.78	0.67
2014	273,212	0.93	1.08	0.92	0.81
2015	275,176	0.72	0.91	0.85	0.83
2016	276.957	0.65	1.14	0.90	0.86
2017	**277,616**	**0.24**	**0.92**	**0.56**	**0.62**

Natural growth – births exceeding deaths – remains Medway's main source of growth, however significant outward migration from Medway, most notably to other parts of Kent, has reduced the overall level of growth.

The rate of natural growth was down in Medway has remained fairly consistent, but its significance towards Medway's population growth has become greater with net migration falling.

Source: Mid 2017 Population Estimates, Office for National Statistics.

Further information on Medway's population is available via this webpage:

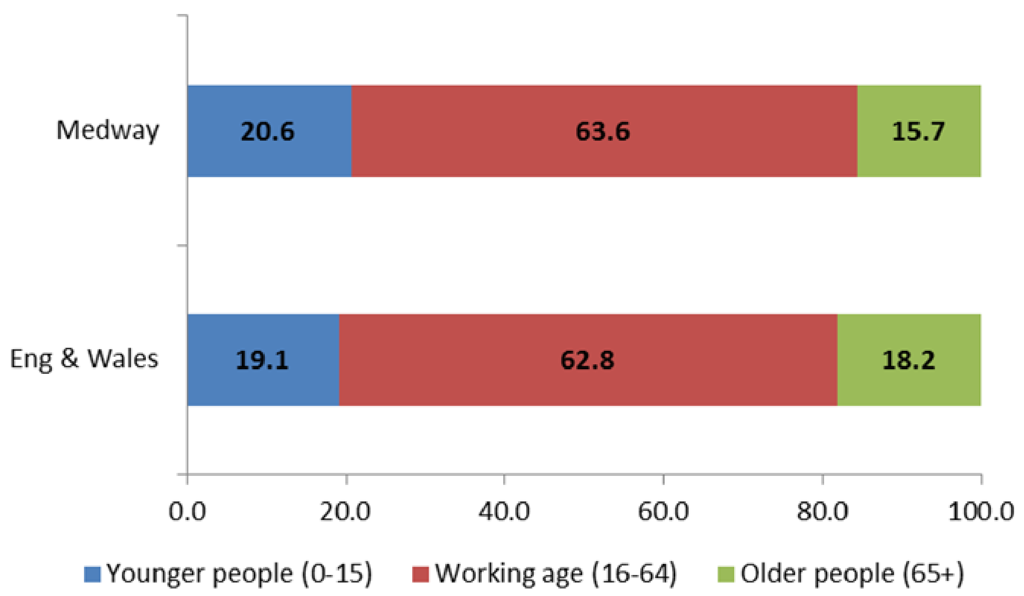
https://www.medway.gov.uk/downloads/file/226/demography_population_2017

Population by broad age group – 2017

By broad age group - Medway has a larger working age population at 64% than nationally (63%), a larger younger person's population (21%) and a smaller elderly population (16%).

There has been notable growth in the proportion of young people in Medway over recent years, increasing from 19% of the population in 2014, to 20.6% in 2017. This change brings implications for services, such as education and health, and housing requirements. These population changes will be kept under review as the council develops and implements its planning policy.

Population by broad age group – 2017



Population by broad age group – 2017

		0-15	16-64	65+
Medway	Numbers	57,276	176,644	43,696
Medway	Percent	**20.6**	**63.6**	**15.7**
Kent	Percent	19.3	60.8	19.9
South East	Percent	19.1	61.8	19.1
Eng & Wales	Percent	19.1	62.8	18.2

Migration

The majority of people moving into and from Medway come from other parts of England, particularly from neighbouring areas and London. International migration represents just over eleven percent of the volume of the inward flow to Medway.

The most significant migrationary flows into Medway are moves from neighbouring authorities – namely Gravesham, Maidstone then Swale. The largest moves out of Medway are also to neighbouring areas, but with a stronger trend for people to move east and south, to Swale, Maidstone, Tonbridge and Malling and Canterbury.

Flows from London to Medway have become more significant, typically from South East London particularly: Bexley, Greenwich, then Bromley and Lewisham.

The net inflow to Medway from London in 2017 is almost 50% higher than in 2012. Flows to Medway from London represent over one third of all inflows.

There appears to be a younger population flow into Medway than out, suggesting that families are moving into Medway; this flow may also reflect the movement of students entering Higher Education in Medway as well as move for employment purposes.

Medway migration flows 2017

Internal Migration (within UK)			**International Migration**		
To Medway	**From Medway**	**Net**	**To Medway**	**From Medway**	**Net**
+12,400	-13,600	**-1,100**	+1,400	-1,000	**+400**

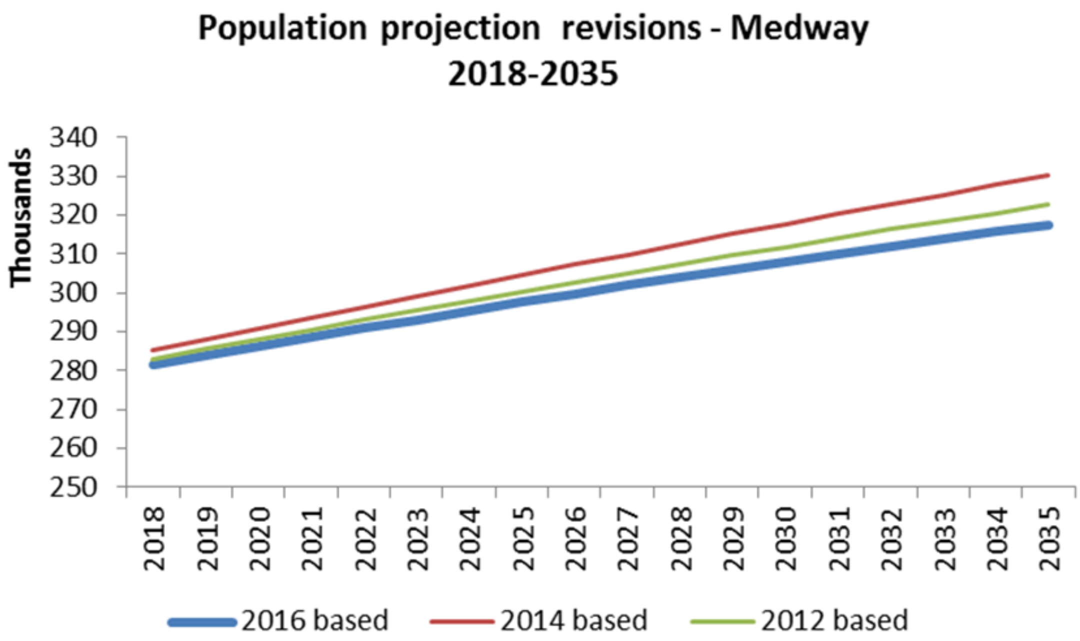
Future growth - Population projections

The 2016-based population projections which were published in May 2018 show a rate of population growth of 12.8%, with the population growing by 35,691 between 2018 and 2035.

The latest series predicts a level of growth considerably lower than the previous two projections, with the 2016 based series representing a level of growth 9,062 lower than the 2014 based series.

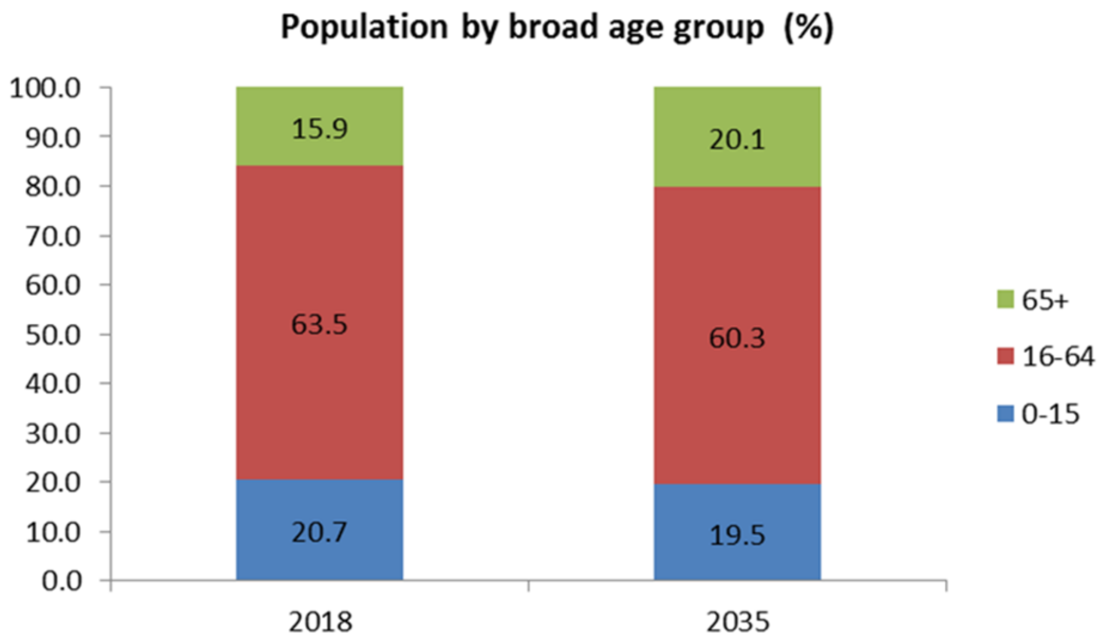
The 2016 based SNPP growth rate is twenty percent below the 2014-based growth rate and ten percent below the 2012 based SNPP growth rate.

	Population estimate		Growth	
	2018	2035	Nos	%
2016 based SNPP	281,567	317,529	35,961	12.8
2014 based SNPP	285,216	330,240	45,023	15.8
2012 based SNPP	282,935	322,688	39,751	14.0



The number of people aged 65 and over will increase by 43% by 2035, 0-15's increase by 7% and those of working age up by 7%.

The age profile of Medway is likely to change considerably by 2035. Just over one fifth of Medway's population will be aged 65 and over, while proportionally the working age population and younger people will have decreased.



Further information on population growth in Medway is available here:
http://www.medway.gov.uk/pdf/Population%20Projections%202016.pdf

Housing

The preparation of the new Local Plan involves defining a housing target to address the development needs of Medway's communities up to 2035. Government has reviewed policy for calculating local housing needs in recent years. This has created uncertainty in defining the appropriate housing target for the new Local Plan.

The council's current housing target of 1,000 homes a year was adopted in 2014. We recognise that this needs to be updated with the production of the new Local Plan. Our evidence base document, North Kent Strategic Market Assessment, identified an Objectively Assessed Need for housing of 1,281 homes a year. The government's standard method for calculating Local Housing Need currently indicates a need for 1310 homes a year. However at the time of producing this AMR, the government is consulting on a revised methodology, which could result in a further uplift in the figure. The outcome is expected next year. Given the current uncertainty, we are presenting information in this report against the council's adopted housing target of 1,000 homes a year. We will be revising this figure next year with the update of government policy and the publication of the draft plan.

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

In 2017/18 680 units were completed, which was below the annual requirement of 1,000.

Net additional dwellings in previous years

	Completions	Requirement	Surplus/deficit
2013	565	1,000	-435
2014	579	1,000	-421
2015	483	1,000	-517
2016	553	1,000	-447
2017	642	1,000	-358
2018	**680**	**1,000**	**-320**
2013-2018	3,502	6,000	-2,498

Number of new and converted dwellings on previously developed land

In 2017/18, 601 residential completions were on previously developed land (PDL), which represents 88% of all residential completions, which is much higher than in previous years.

Number of new and converted dwellings on previously developed land (net)

	Percent units on PDL	Units on PDL
2013/14	64%	369
2014/15	64%	309
2015/16	74%	411
2016/17	86%	549
2017/18	**88%**	**601**

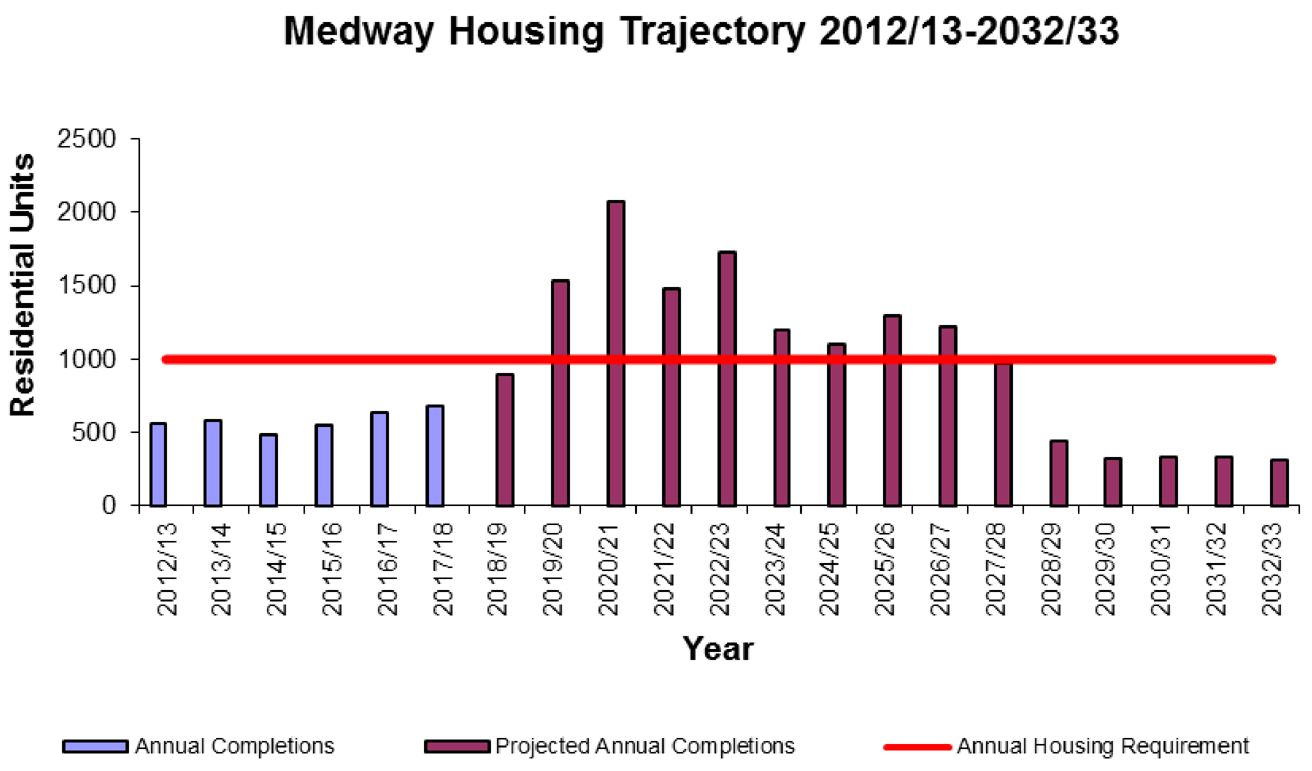
Housing Trajectory 2012/13 – 2032/33

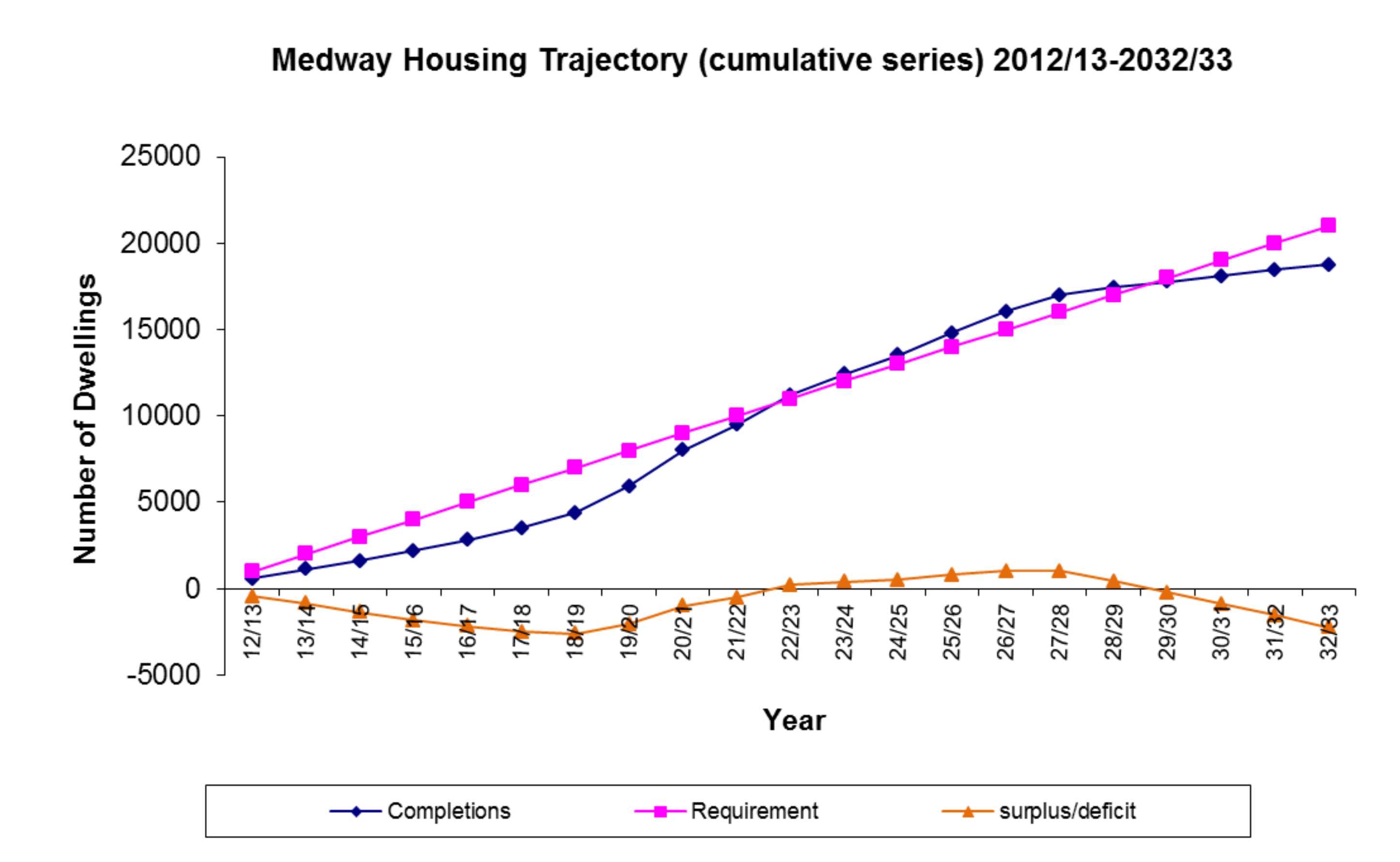
The housing trajectory shows phasing over the period 2012-2033, including contributions from past completions, sites with planning consent, local plan allocations and possible windfalls and sites that are identified in the Strategic Land Availability Assessment (SLAA), 2018. A detailed breakdown of the trajectory is set out in Volume 2 of the AMR.

Trajectory															
12-18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33
Comps	Projected Cumulative Completions														
3,502	4,395	5,929	8,005	9,486	11,212	12,407	13,511	14,805	16,031	17,007	17,453	17,781	18,116	18,446	18,758
	Projected Annual Completions														
	893	1,534	2,076	1,481	1,726	1,195	1,104	1,294	1,226	976	446	328	335	330	312
Reqmt	Annual Housing Requirement														
6,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000

The phasing is based upon planning officers' estimates, using their experience of past site delivery. Current market circumstances are also taken into account. The phasing is discussed and agreed with other council officers in Planning, Housing Services and Regeneration Delivery Teams, who have greater direct involvement with sites. Some sites within the 2018 SLAA have been phased based upon information provided and/or discussions with the land promoters. As work progresses on the new Local Plan, further sites will be allocated for development, which will significantly boost the supply of housing land.

Please note; this trajectory is based on the position as at 31st March 2018





Building work continues at Victory Pier Gillingham

Of the 841 units permitted at this riverside location, as at 31 March 2018, 648 have been completed, with the remaining 193 expected to be delivered by 2020.

Property prices

Over recent years, Medway house prices have risen at a greater rate than seen in the averages for Kent, the South East and England. Last year, the price rise in Medway matched the Kent average. As shown below, despite recent rises, the prices in Medway remain lower than the Kent and regional averages, with an average property sold in Medway being 84% of the Kent average.

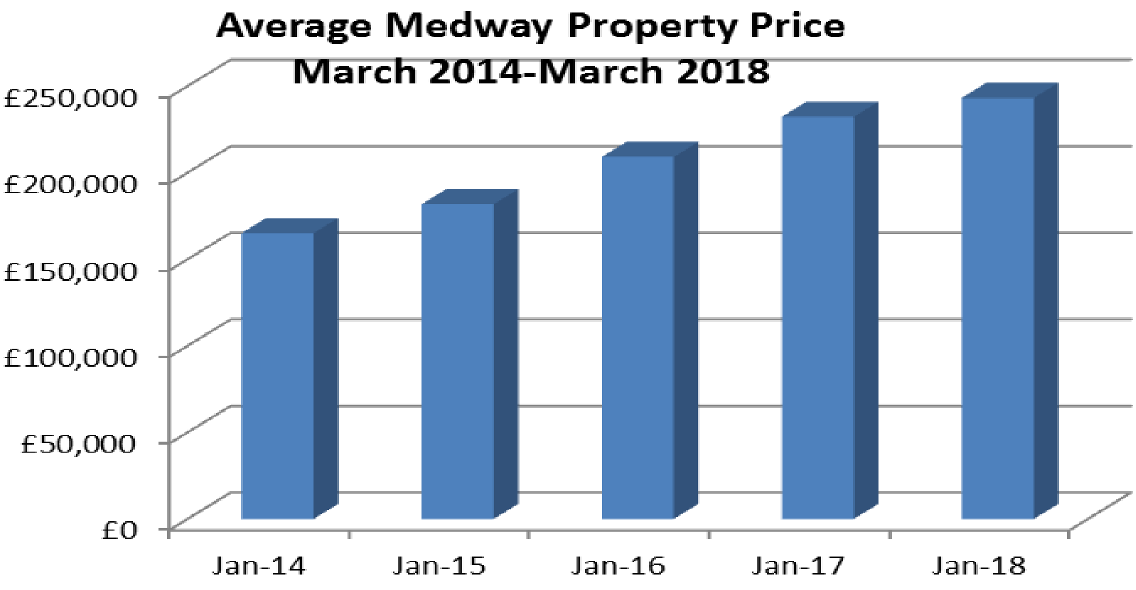
Information notes are published annually on Medway's property prices – see the following link:

https://www.medway.gov.uk/downloads/download/26/facts_and_figures

Average property price in Medway 2014-2018

Year	Medway	Kent	South East	Eng & Wales
March 2014	£165,157	£210,284	£243,371	£190,037
March 2015	£181,838	£228,561	£265,090	£203,360
March 2016	£209,075	£258,044	£300,201	£222,663
March 2017	£232,243	£275,579	£310,447	£231,760
March 2018	**£243,217**	**£289,809**	**£321,237**	**£240,732**
2014-2018 % change	47%	38%	32%	27%
2017-2018 % change	5%	5%	3%	4%

Source: Crown Copyright Land Registry Property Prices July 2018



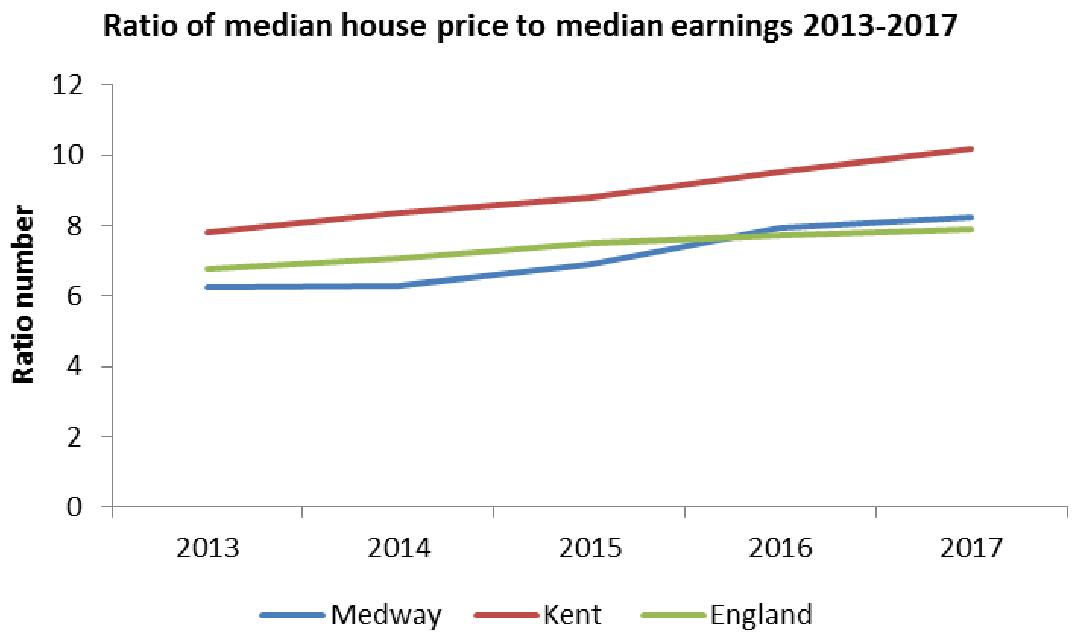
Housing affordability
House price to earnings

The cost of housing is a major issue across much of the country, and is a particular concern in the South East of England. Affordability ratios provide an indication of the relative financial accessibility of an area's housing market to local workers. The average cost of a property in Medway is over eight times the average annual salary. The position is worse for the lower quartile income/housing cost ratio.

Housing affordability over the past five years has worsened nationally, including in Medway. However Medway still remains comparatively more affordable than housing across wider Kent.

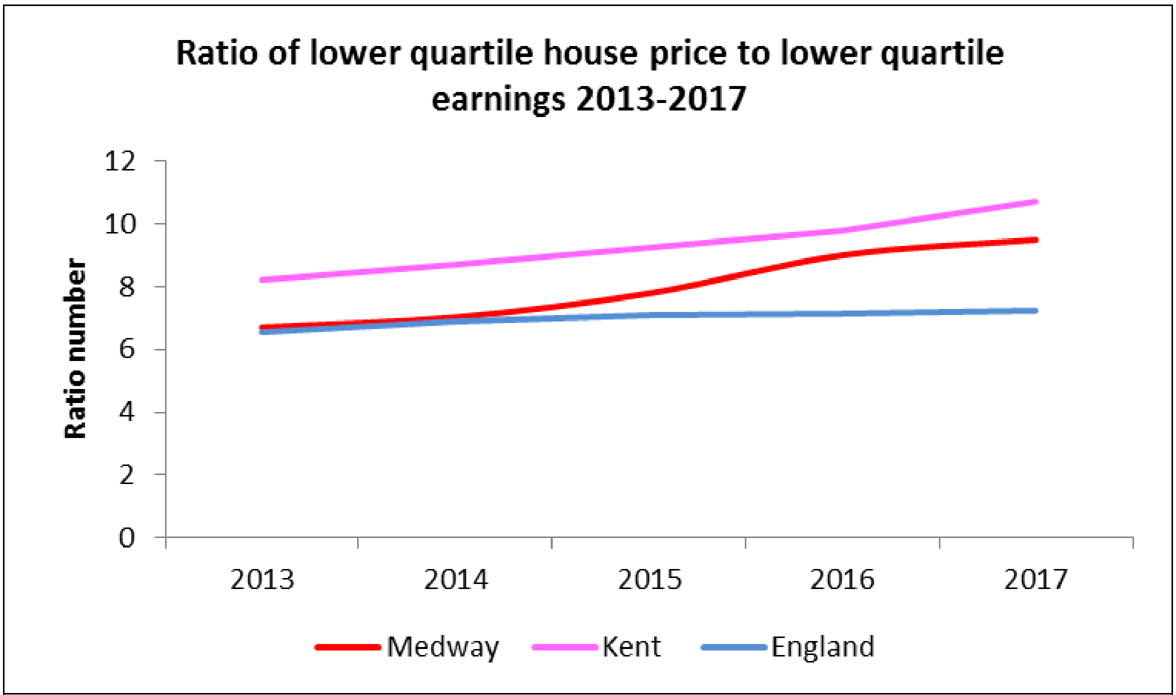
Ratio of median house price to median earnings

	2013	2014	2015	2016	2017	Ratio change 2013-2017	
						Nos	Percent
Medway	6.2	6.3	6.9	7.9	**8.3**	2.0	32.2
Kent	7.8	8.4	8.8	9.5	**10.2**	2.4	30.1
England	6.8	7.1	7.5	7.7	**7.9**	1.2	17.0



Ratio of lower quartile house price to lower quartile earnings

	2013	2014	2015	2016	2017	Ratio increase 2013-2017	
						Nos	Percent
Medway	6.7	7.0	7.9	9.0	**9.5**	2.8	41.6
Kent	8.2	8.7	9.2	9.8	**10.7**	2.5	30.7
England	6.6	6.9	7.1	7.2	**7.3**	0.7	10.5



Source:

[*https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearningslowerquartileandmedian*](https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearningslowerquartileandmedian)

Affordable Housing

A significant proportion of the population is unable to afford the cost of purchasing, outright, a house or other type of residential accommodation. As such it is important to maintain an adequate supply of 'affordable housing' to ensure that the whole population has a satisfactory place to live. The council's policy is to seek at least 25% of homes on any development site that meets the appropriate size thresholds to be affordable.

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

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

The number of affordable completions has risen slightly from last year. However only 19% of gross completions were affordable in 2017/18.

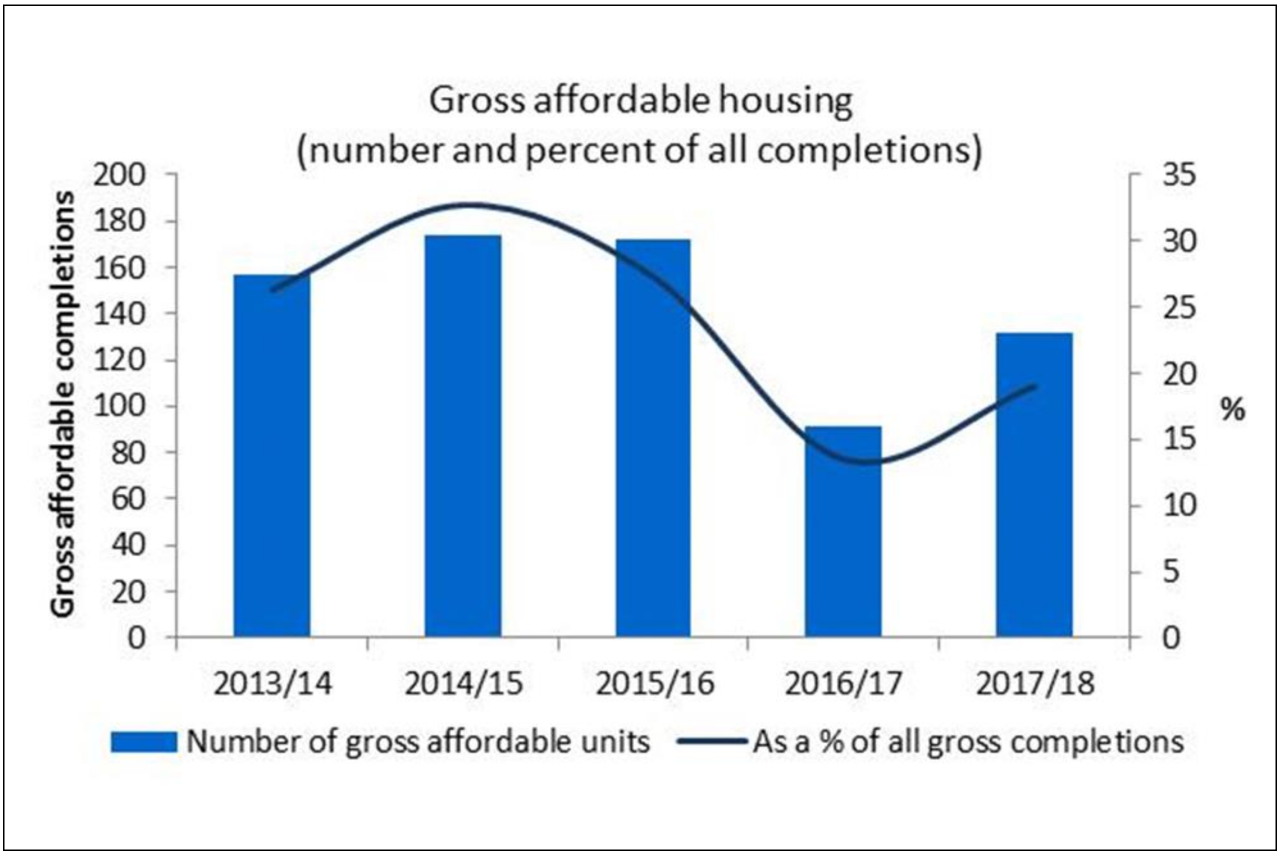
For sites built out in the year 2017/18 the breakdown of houses and flats by number of bedrooms is shown in the table below. More flats than houses were completed. The majority of new properties were for smaller households providing 1 and 2 bedrooms.

Affordable Completions (gross) by property type and number of bedrooms 2017/18

Number of bedrooms	Houses/Bungalows	Flats
One	0	64
Two	12	30
Three	20	2
Four or more	4	0
Total	**36**	**96**
Total % split	**27.3**	**72.2**

Gross affordable completions

	Number of gross affordable units	Number of gross completions	As % of all gross completions
2013/14	157	597	26.3
2014/15	174	532	32.7
2015/16	172	630	27.3
2016/17	91	675	13.5
2017/18	**132**	**695**	**19%**


Gross affordable housing
(number and percent of all completions)
Gross affordable completions
200
180
160
140
120
100
80
60
40
20
0
35
30
25
20
15
10
5
0
%
2013/14
2014/15
2015/16
2016/17
2017/18
Number of gross affordable units
As a % of all gross completions

Residential completions by property type and size

Most of the new housing being built in Medway is 2 and 3 bed homes.

Specialist provision is continuing to come forward for students. Although nothing was completed during this year, there are currently 119 proposed student rooms with planning permission.

Completions (gross) on large sites by property type and number of bedrooms 2017/18

Number of bedrooms	Houses	Flats
One	6	22
Two	11	30
Three	34	0
Four or more	8	0
Total	**59**	**52**
Total % split	**53%**	**47%**

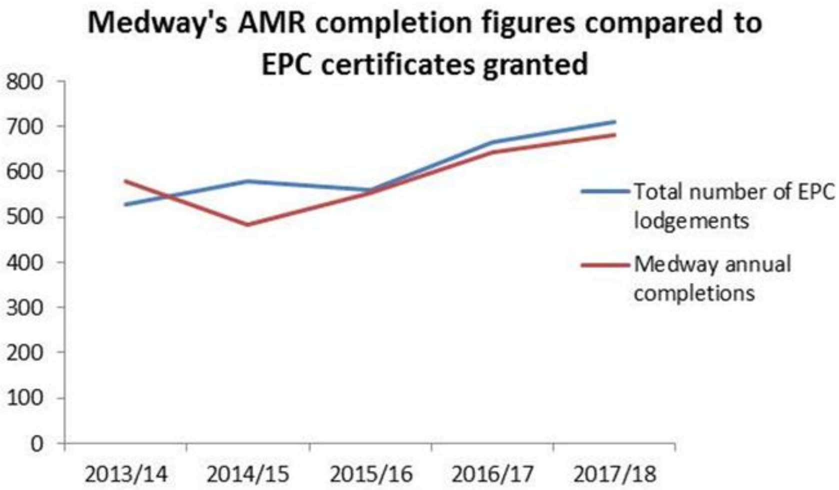
Please note, this table only shows sites which have been completely built out; it does not include sites where completions have occurred with the remainder still under construction.

Lodgement Completions - Energy Performance Certificates (EPCs)

A quarterly series of statistics is published by the Ministry for Housing, Communities and Local Government on the energy efficiency of domestic and non-domestic buildings in England and Wales that have been constructed, sold or let since 2008. This data comes from Energy Performance Certificates (EPCs) which are produced at the time of completion or sale.

Comparing EPC lodgement completions with Medway's Annual Housing Completions

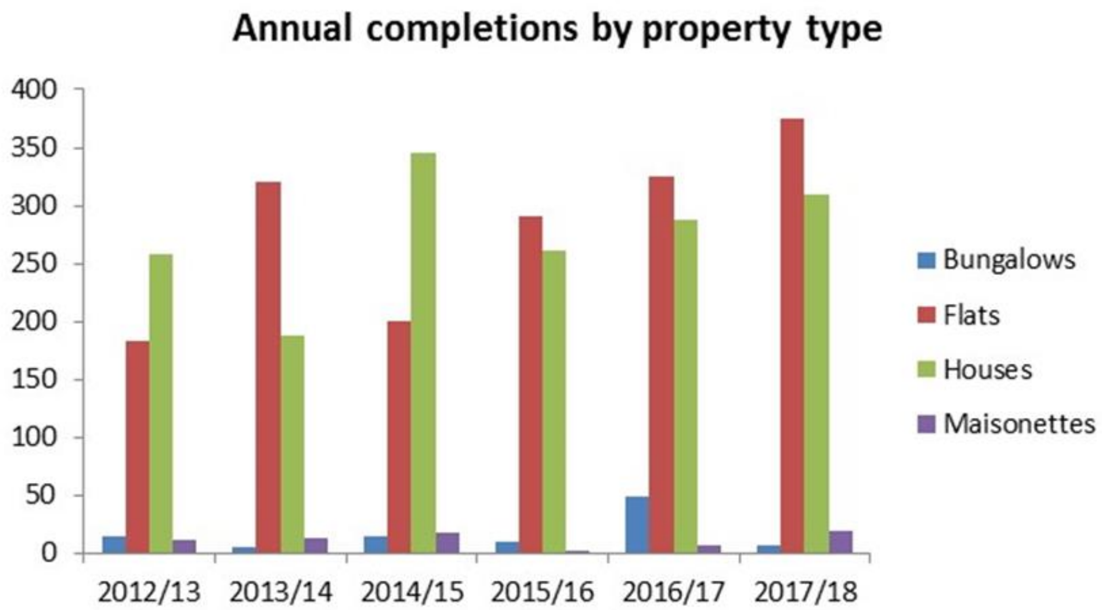
Each type of dwelling is referred to as a lodgement. The number of lodgements is different to the number of actual completions per year due to differences in the EPC requirements and definitions used when counting completions for the annual survey. However, over 6 years, there is a difference of only 6 dwellings, and annual variations are reducing, so using the EPC figures could give an early indication as to what the housing completion figures might be for each year.



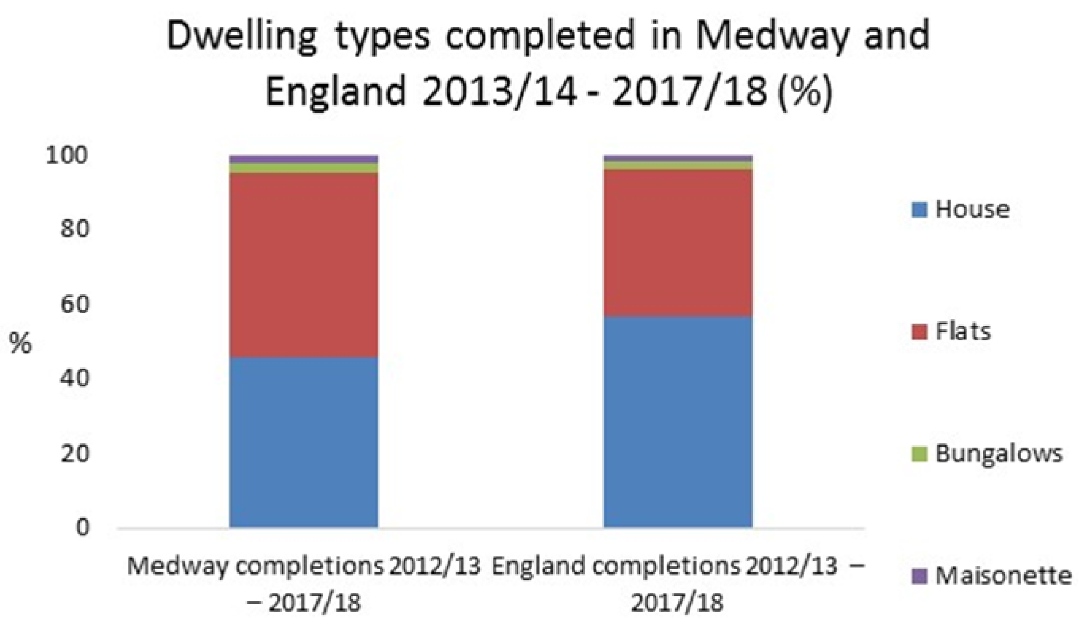
	Total lodgements	Medway completions	Difference
2012/13	466	565	-99
2013/14	527	579	-52
2014/15	578	483	95
2015/16	561	553	8
2016/17	667	642	25
2017/18	**709**	**680**	**29**
TOTAL	**3,508**	**3,502**	**-6**

Annual Completions by property type

From Medway Council's annual housing survey, it is usually not possible to monitor the completions of property types until the whole site is built out (see above). However, using the EPC statistics, it is possible to produce an approximate breakdown for each year, see the chart below:



For the 3rd year in a row more flats than houses were completed.



Since 2012/13, the average split of completions has been 46% houses, 50% flats, 3% bungalows and 2% maisonettes. Compared to national figures, this shows that there were a smaller proportion of houses completed in Medway, but a larger proportion of flats. This reflects on the regeneration achievements in Medway in recent years.

Average floor space completed 2012/13 – 2017/18		
Type of dwelling	**Medway (sq.m)**	England (sq.m)
Bungalow	**75**	88
Flats	**61**	63
Houses	**111**	113
Maisonettes	**68**	87

The average floor space size for completions of dwellings in Medway is generally slightly smaller than those completed nationally in England, with the comparative sizes for bungalows and maisonettes being less than 90% of the average for England. However it should be noted that these make up a small amount of new build homes in Medway.

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

'Other'

Using information gained from Council Tax records, during 2017/18, twelve houseboats moved into marinas in Medway (Port Werburgh, Port Medway Marina Cuxton and Medway Bridge), and seven moved out, leaving a net gain of five houseboats.

C2 accommodation (residential institutions) saw a net loss of 28 rooms 2017/18. However, in the next 5 years there is expected to be a net gain of around 113 rooms.

New Homes Bonus

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

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

New Homes Bonus					
2012/13	2013/14	2014/15	2015/16	2016/17	**2017/18**
£2.3m	£3.5m	£5.4m	£6.0m	£7.5m	**£5.3m**

New Homes Bonus is not ring-fenced and is treated as part of the overall Medway Council aggregate finance, alongside Revenue Support Grant, Council Tax and Business Rates.

Gypsies, Travellers and Travelling Showpeople

In 2017, the Council commissioned Opinion Research Services (ORS) to produce an updated Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) to assess requirements from 2017-2035, as part of the evidence base for the new Local Plan. The report is available to view at:

https://www.medway.gov.uk/downloads/file/3371/gypsy_traveller_and_travelling_showpeople_accommodation_assessment

In 2015 the definition of a ‘traveller’ (gypsy, traveller and travelling showperson) changed with the publication of the Planning Policy for Traveller Sites (PPTS). Due to the change of the definition of a ‘traveller’ the level of need identified excludes cultural need. If the cultural definition were applied there would be an additional 21 pitches needed for gypsy and travellers and 0 plots for travelling showpersons.

Summary of Gypsy, Traveller and Travelling Showpeople accommodation and pitch need 2017-2035 (PPTs 2015 definition)

	Gypsy and Traveller Pitch Need Total (No. of pitches)	Travelling Show people Plot Need Total (no. of plots)
Current authorised residential provision (pitches/plots)	30	29
Residential need 2017-2022 (pitches/plots)	22	0
Residential need 2022-2027 pitches/plots)	4	1
Residential need 2027-2032 pitches/plots)	5	1
Residential need 2032-2035 pitches/plots)	3	1
Residential need 2017-2035 (pitches/plots)	34	3

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

Outlined in the tables separately below is the current 5 year supply position for gypsy and travellers and then travelling showpersons. The figures quoted are as at 31st March 2018.

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

5 year land supply for Gypsy and Travellers (2017-2035)	
A. Target 2017-2035 from GTAA 2018 (includes both Gypsy, Traveller and Travelling Showpersons need)	36
B. Completions (2017-18)	0
C. Residual requirement (a-b)	0
D. 5 year requirement (a/number of years of the plan period [18] x 5)	10
E. Annual need (d/5)	2
F. Total supply deemed deliverable in 5 year period (permitted sites & allocations)	4
G. Land supply in years (f/e)	2

5 year land supply for Travelling Showpeople (2017-2035)	
A. Target 2017-2035 from GTAA 2018 (includes both Gypsy, Traveller and Travelling Showpersons need)	3
B. Completions (2017-18)	0
C. Residual requirement (a-b)	0
D. 5 year requirement (a/number of years of the plan period [18] x 5)	0.83
E. Annual need (d/5)	0.16
F. Total supply deemed deliverable in 5 year period (permitted sites & allocations)	0
G. Land supply in years (f/e)	0

*For historical information please see the *Gypsy & Traveller and Travelling Showpeople Accommodation Assessment: Medway Council Final Report (September 2013).*

https://www.medway.gov.uk/downloads/file/2365/gypsy_traveller_accommodation_assessment_2013

Net additional pitches (Gypsy and Traveller)

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

In January 2018, there were 46 caravans in Medway, of which 10 were socially rented, 24 on authorised sites with permanent/temporary permission and a further 12 on unauthorised sites without planning permission. In addition to this, there were a further 23 Travelling Showpeople caravans counted.

Gypsy Site Trend

	Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				
	Socially rented	**All Private Caravans**		**All Private Caravans**	No. of Caravans on Sites on Travellers' own land		No. of Caravans on Sites on land not owned by Travellers		**Total caravans**
	Caravans	Temporary Permission	Permanent Permission		Tolerated	Not tolerated	Tolerated	Not tolerated	
Jul 2012	**12**	0	0	**0**	1	0	0	0	**13**
Jan 2013	**12**	0	5	**5**	1	0	0	0	**18**
Jul 2013	**0**	0	14	**14**	1	0	27	0	**42**
Jan 2014	**12**	0	5	**5**	1	0	0	0	**18**
Jul 2014	**0**	0	14	**14**	1	0	0	0	**15**
Jan 2015	**12**	0	5	**5**	1	0	0	0	**18**
Jul 2015	**0**	0	14	**14**	1	0	0	0	**15**
Jan 2016	**12**	0	5	**5**	1	0	0	0	**18**
Jul 2016	**0**	16	10	**26**	3	4	0	0	**33**
Jan 2017	**10**	17	11	**28**	3	7	0	0	**48**
Jul 2017	**10**	13	10	**23**	4	8	0	0	**45**
Jan 2018	**10**	9	15	**24**	4	8	0	0	**46**

*Please note, the Traveller count is voluntary and in some years numbers may have been estimated. The Planning Service took on the combined role of doing the return with sections of the Housing team from the July 2016 return onwards.

Planning applications

Year	**Permitted**		**Refused**
	Permanent*	**Temporary**	
2014/15	0	4	0
2015/16	0	0	1
2016/17	0	2	0
2017/18	3	1	1

*including retrospective and lawful development certificates

During the year 2017/18 there were four approvals granted for gypsy and traveller caravans/mobile dwellings;

1. Temporary permission for a gypsy/traveller and his family to occupy a site in Cliffe
2. Permission for four pitches in High Halstow, conditioned for up to two caravans per pitch
3. Retrospective permission for changing use of the land in Lower Stoke for one gypsy family with 3 caravans, including no more than one static caravan/mobile.
4. A lawful development certificate was permitted for the stationing of a residential caravan near Wainscott.

There was one refusal of an application in Sharnal Street, High Halstow.

Self Build and Custom Housebuilding Register

From 1 April 2016, the council has had a duty to hold a register of people and associations interested in a serviced plot of land that could be used to build their own home.

The register operates in 'base periods'; The first base period ran from the date the register was first established (1 April 2016) until 30th October 2016, then subsequent base periods run from 31 October to 30 October the following year.

At the end of each base period, relevant authorities have three years in which to permission an equivalent number of plots of land, which are suitable for self build and custom housebuilding, as there are entries for that base period.

Base Year	Number of applicants	Number of associations
One (1/4/2016 – 30/10/2016)	15	0
Two (31/10/2016 – 30/10/2017)	39	0
Three (31/10/2017 – 30/10/2018)	14	1
TOTAL	**68**	**1**

Base Year	Number of self/custom build plots granted planning permission
One (1/4/2016 – 30/10/2016)	0
Two (31/10/2016 – 30/10/2017)	0
Three (31/10/2017 – 30/10/2018)	11
TOTAL	**11**

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

The council will have regard to the register when preparing the local plan, and in making decisions on planning applications. More information can be found at:

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

Economy and Employment

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

Medway 2035 sets out the regeneration aims and objectives for Medway across eight priority areas.

- Destination and Placemaking
- High Value Jobs and Productivity
- Inward Investment
- Local Employment
- Innovation
- Business Accommodation
- Sector Growth
- Improving Employability

It was consulted on as part of the development of the Local Plan in Spring 2018, and is to be published in December 2018. Further work will include a Regeneration Delivery Plan (a framework for delivering the identified objectives, with short, medium and long-term actions).

The new Local Plan is addressing the supply of employment land to meet the needs of businesses in Medway up to 2035.

Amount and type of completed employment floor space

In 2017/18 – although there were gross gains in all sectors, once offset against losses the net change are shows quite significant losses. Demolitions at the Civic Centre Site Strood, Quayside Chatham Maritime and All Secure Canal Road Strood account for over 21,400 sq m. These reflect redevelopment interest in brownfield sites.

Amount and type of completed employment floor space (sq.m) – 2017/18

	B1	B2	B8	Mixed B	Total
Gross	791	1,921	9,238	0	**11,950**
Net	-19,257	373	-6,629	0	**-25,513**

Amount of completed employment floor space (sq.m) 2013/14- 2017/8

	2013/14	2014/15	2015/16	2016/17	2017/18
Gross	15,919	13,841	37,371	12,838	**11,950**
Net	-11,065	-1,858	21,685	517	**-25,513**

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

Almost 94% of employment floor space was completed on previously developed land.

Amount and type of completed floor space (gross sq.m) coming forward on previously developed land (PDL) – 2017/18

B1	B2	B8	Mixed B	Total
315	1,921	8,963	0	**11,199**
40%	100%	97%	0%	**93.7%**

Completed floor space (sq.m) on PDL (total) 2013/14-2017/18

2013/14	2014/15	2015/16	2016/17	2017/18
15,666	6,849	4,527	12,675	**11,199**
98%	49%	12%	98.7%	**93.7%**

Amount and type of employment land available

The amount of available floor space for B1/B2/B8 with planning permission (not started plus under construction) net of potential losses is 771,573 sq.m.

Amount of floor space for town centre uses

Redeveloped sites at Gillingham Business Park and Strood Retail Park have led to a net increase in the A1 sector. It is notable that these sites are outside of town centre locations.

Large B1 units have been demolished; the most significant site at Chatham Quays is to be replaced with a residential development.

At the former Sports Ground at Bells Lane Hoo, the demolition of the Social Club accounts for the biggest loss in the D2 category. This site will also be redeveloped with housing.

The monitoring data shows that the town centres have shown net losses in all sectors. The council recognises High Streets have been undergoing significant changes over the last decade. The new Local Plan will set out strategy and policies for securing the future of Medway's town centres. Medway 2035, our Regeneration Strategy also promotes the vitality of centres. The council has invested in Chatham and Strood over the last year to improve the public realm and to increase the attractiveness of the town centres.

Floor space (sq.m) completed for town centre uses (A1/A2/B1/D2) – 2017/18

	A1		A2		B1		D2		Total	
	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Net
Town centre	194	-865	70	-56	74	-3,506	202	-152	540	-4,579
Rest of Medway	8,021	6,723	64	-337	717	-15,751	1,740	-2,047	10,542	-11,412
Total	**8215**	**5858**	**134**	**-393**	**791**	**-19,257**	**1,942**	**-2,199**	**11,082**	**-15,991**

Total floor space (sq.m) for town centre use 2013/14-2017/18

	Town Centres		Rest of Medway		Floor space Total	
Year	Gross	Net	Gross	Net	Gross	Net
2013/14	1,183	-4,677	3,144	-1,561	4,327	-6,238
2014/15	1,772	-3,118	5,353	-2,383	7,125	-5,501
2015/16	434	-3,181	12,336	-7,015	12,770	-10,196
2016/17	1,034	-430	17,584	6,665	18,618	6,235
2017/18	**540**	**-4,579**	**10,542**	**-11,412**	**11,082**	**-15991**

Job Seekers Allowance (JSA) claimants

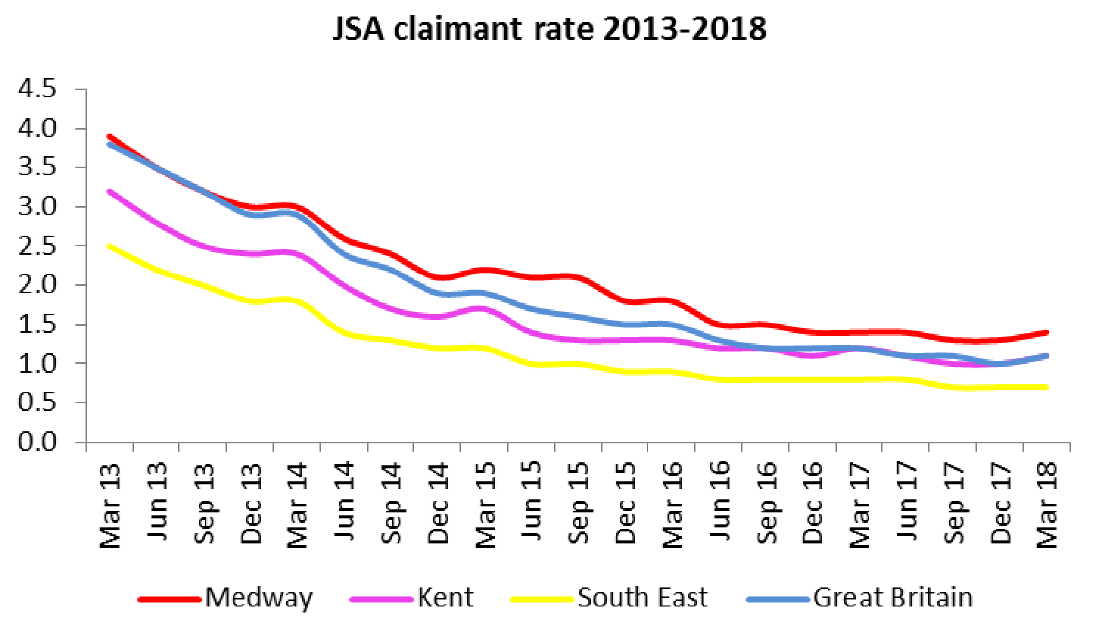
The Job Seekers claimant rate has continued to drop in Medway over 2017/18, but in March 2018 at 1.4% remains above the national rate (1.1%), the regional (0.7%) and Kent rate (1.1%).

The JSA rate in Medway dropped slightly in September and December 2018 and increased in March 2018. This is likely reflecting temporary seasonal employment opportunities, a trend which was reflected in Kent and nationally.

The JSA claimant rate remains at the lowest levels seen since 2001.

JSA claimant rate – 2013-2018

	Medway	Kent	South East	Great Britain
Mar 2013	3.9	3.2	2.5	3.8
Jun 2013	3.5	2.8	2.2	3.5
Sep 2013	3.2	2.5	2.0	3.2
Dec 2013	3.0	2.4	1.8	2.9
Mar 2014	3.0	2.4	1.8	2.9
Jun 2014	2.6	2.0	1.4	2.4
Sep 2014	2.4	1.7	1.3	2.2
Dec 2014	2.1	1.6	1.2	1.9
Mar 2015	2.2	1.7	1.2	1.9
Jun 2015	2.1	1.4	1.0	1.7
Sep 2015	2.1	1.3	1.0	1.6
Dec 2015	1.8	1.3	0.9	1.5
Mar 2016	1.8	1.3	0.9	1.5
Jun 2016	1.5	1.2	0.8	1.3
Sep 2016	1.5	1.2	0.8	1.2
Dec 2016	1.4	1.1	0.8	1.2
Mar 2017	1.4	1.2	0.8	1.2
Jun 2017	1.4	1.1	0.8	1.1
Sep 2017	1.3	1.0	0.7	1.1
Dec 2017	1.3	1.0	0.7	1.0
Mar 2018	1.4	1.1	0.7	1.1



Gross Value Added – productivity

In 2016 Medway's economy was worth just under £5.2bn, up on the 2015 level (+£144m) by 2.9%.

Medway's productivity growth in 2016 stands below the national (3.7%) growth rate, but above the regional (2.5%) and Kent county (2.2%) growth rate. 2016 is the fifth year of productivity growth for Medway however annual growth rates have fluctuated significantly over this period.

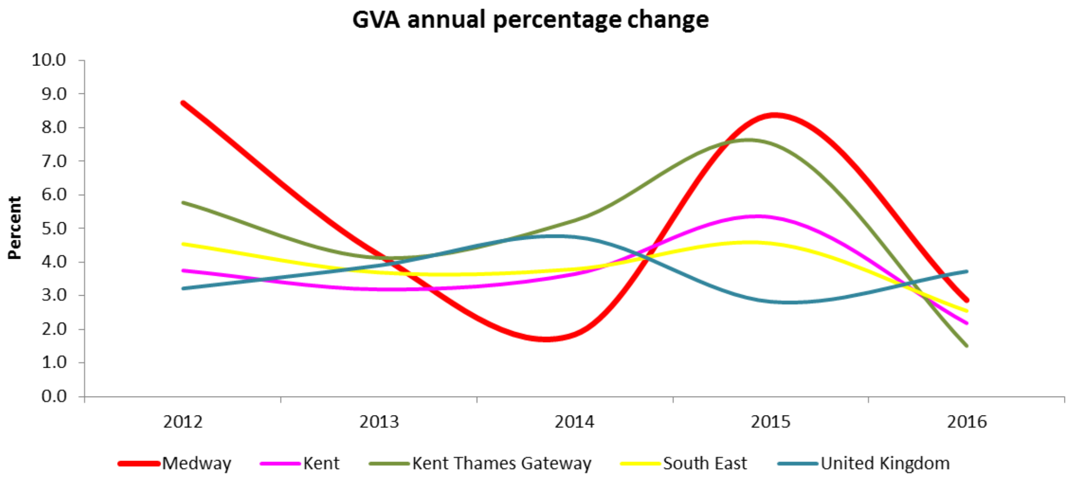
Gross value added - £ million

	2012	2013	2014	2015	2016#
Medway	4,367	4,551	4,635	5,023	5,167
	+351	+184	+84	+388	+144

Gross value added – annual change (%)

	2012	2013	2014	2015	2016#
Medway	8.7	4.2	1.8	8.4	2.9
Kent	3.7	3.2	3.6	5.3	2.2
Kent TG*	5.8	4.1	5.2	7.5	1.5
South East	4.5	3.7	3.8	4.6	2.5
UK#	3.2	3.9	4.7	2.8	3.7

Provisional figures
*Kent Thames Gateway.



For further information on GVA follow links:

https://www.ons.gov.uk/economy/grossvalueaddedgva

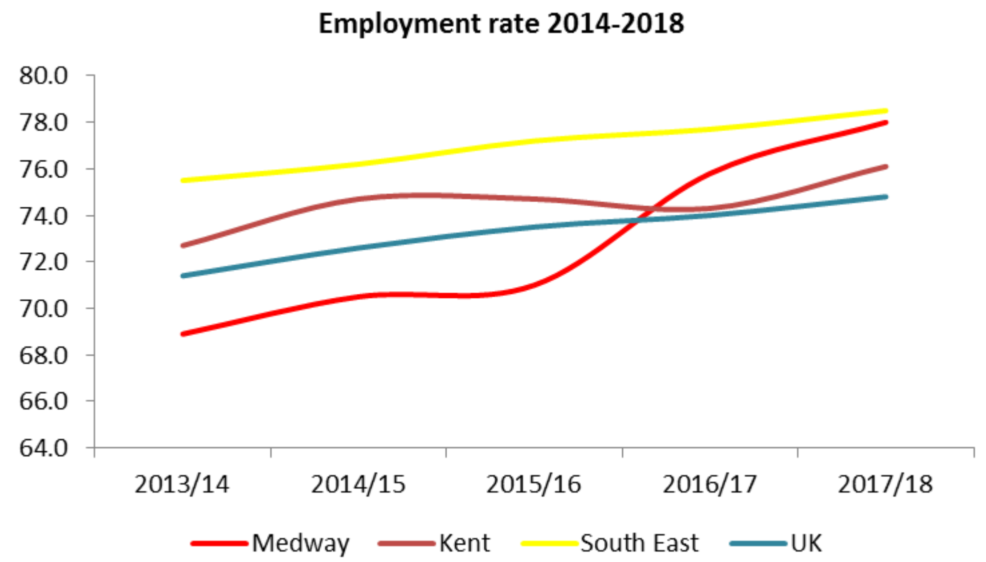
Employment

In 2018 the employment rate in Medway rose for the fourth year, standing at 78%. The Medway employment rate continues to stand above the national level at 74.8.

The gap between the Medway employment rate and the regional trend is at its narrowest in 2018 with Medway seeing larger annual increases in employment over the past five years against the South East trend.

Employment rate

	2013/14	2014/15	2015/16	2016/17	2017/18
Medway	68.9	70.5	71.0	75.8	**78.0**
Kent	72.7	74.7	74.7	74.3	**76.1**
South East	75.5	76.2	77.2	77.7	**78.5**
UK	71.4	72.6	73.5	74.0	**74.8**



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

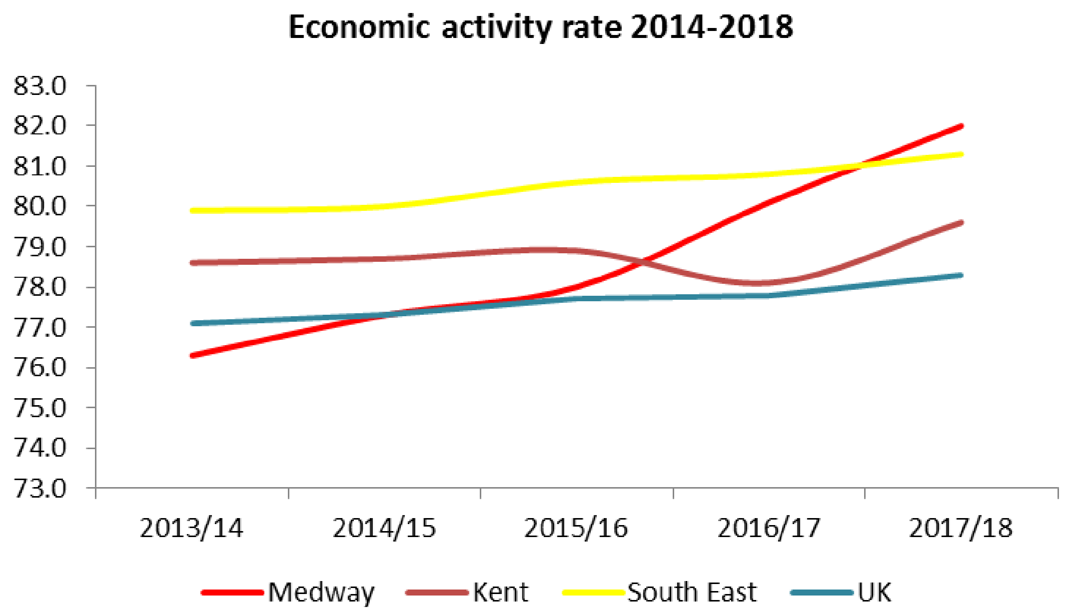
Economic activity

The economic activity level in Medway stood at 82.0% in 2018.

The economic activity rate in Medway has increased for the fourth year running and has stood above the national rate for the past three years.

Economic activity rate

	2013/14	2014/15	2015/16	2016/17	**2017/18**
Medway	76.3	77.3	78.0	80.1	**82.0**
Kent	78.6	78.7	78.9	78.1	**79.6**
South East	79.9	80.0	80.6	80.8	**81.3**
UK	77.1	77.3	77.7	77.8	**78.3**



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

For further information on economic activity go to:

https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/uklabourmarket/august2018

The River Medway - Port cargo traffic

Medway built up around the river and its estuary, and its history and industries reflect these links. Although some traditional industries have declined, there are still a number of marine based businesses active in Medway.

The docks and wharves around Medway support local businesses and provide a strategic role for the movement of goods and materials. This includes the importation of aggregates that support the construction industry. (More information on aggregates importation is available in Volume 3 of the AMR). London Thamesport on the Isle of Grain can handle a variety of deep and shallow-drafted vessels; other ports in Medway include the Scotline Terminal on the Medway City Estate and the National Grid's Liquefied Natural Gas Importation terminal at Grain.

Data is published for Medway Ports that include Chatham Docks and the port of Sheerness, both managed by Peel Ports. Medway Ports are ranked **15th** out of the top 30 busiest UK major ports (dropping 2 places from last year) – with the cargo handled representing 1.8%.

Medway Ports cargo tonnage is down on last year, but similarly all traffic in England and Wales has generally fallen. The decline for all ports has also been notable since 2014.

In 2017, dry bulk was the largest cargo type handled by Medway Ports at 2,947 tonnes (dry bulk includes Ores, Coal, Biomass fuels - typically in the form of wood pellets and wood chips - and other agricultural products). This was followed by liquid bulk at 2,630 tonnes, which includes liquefied gas, crude oil and other oil products.

Medway Port traffic cargo – tonnage (000's)

	2013	2014	2015	2016	2017
All traffic	**8,384**	**8,447**	**9,091**	**9,170**	**8,694**
Inward	7,142	7,482	7,979	8,087	7,854
Outward	1,242	965	1,112	1,084	839

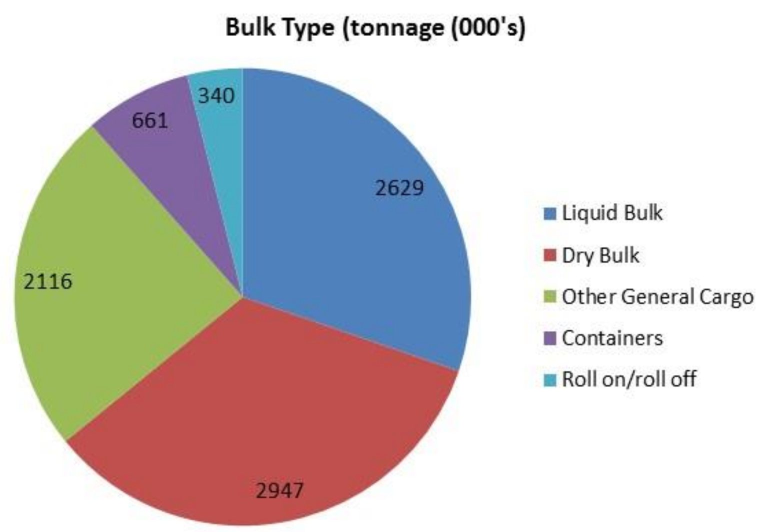
All Major UK ports traffic cargo – tonnage (000's)

	2013	2014	2015	2016	2017
All traffic	491,755	491,856	485,729	472,772	470,683

Medway Port - Ship arrivals – cargo vessels only

	2013	2014	2015	2016	2017
Arrivals	2,807	3,409	3,031	2,834	2,179

Bulk type Medway Ports – 2017		
	Tonnage (000's)	
Liquefied gas	1,116	
Oil products	1,513	
LIQUID BULK TOTAL		**2,629**
Ores	92	
Agricultural Products	61	
Other dry bulk	2,794	
DRY BULK TOTAL		**2,947**
Forestry products	1,333	
Iron and steel products	312	
General cargo and containers<20'	472	
OTHER GENERAL CARGO TOTAL		**2,117**
CONTAINERS TOTAL		**661**
ROLL ON/ROLL OFF (self propelled) Import/export of motor vehicles TOTAL		**340**
ROLL ON/ROLL OFF (non self propelled) TOTAL		**0.1**
TOTAL TRAFFIC		**8,694.1**



Source: DfT Port Freight Statistics
Further information available at:
https://www.gov.uk/government/statistics/port-freight-statistics-2017-final-figures

Retail and Town Centres

Medway Council seeks to maintain and enhance the vitality and viability of its network of urban and rural centres and support the delivery of appropriate comparison and convenience retail, office, leisure, community, entertainment and cultural facilities. In line with national changes, the town centres in Medway have faced a number of challenges in recent years, with competition from online retailers and larger retail centres further afield, particularly Bluewater. The new Local Plan and our Regeneration Strategy, Medway 2035, promote strategies and policies to secure a vibrant and strong role for Medway's centres in coming years.

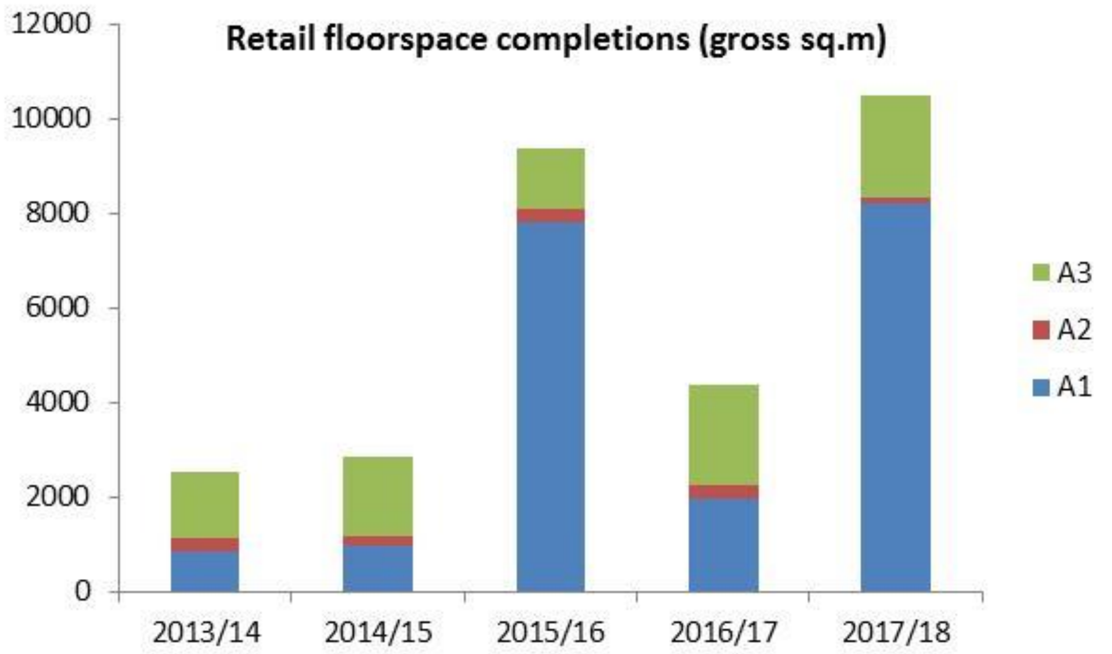
The net loss of drinking establishments/public houses has continued in 2017/18, with the loss of 12 establishments, with all but one of these being lost to residential use.

Gross completions A1-A5

The largest amount of new A1 floor space was delivered from the redevelopment of the B&Q site at Strood Retail Park and from the retail units at Gillingham Business Park.

Town Centre (TC) and non Town Centre gross retail floor space completions (sq.m)

		2013/14	2014/15	2015/16	2016/17	2017/18
A1	TC	210	259	68	227	194
	Non TC	642	704	7,756	1,728	8,021
	Total	**852**	**963**	**7,824**	**1,955**	**8,215**
A2	TC	276	167	245	202	70
	Non TC	0	31	34	103	64
	Total	**276**	**198**	**279**	**305**	**134**
A3	TC	161	644	1,141	671	419
	Non TC	1,232	1,032	123	1,434	1,728
	Total	**1,393**	**1,676**	**1,264**	**2105**	**2,147**
A4	TC	0	78	273	107	60
	Non TC	0	254	252	119	331
	Total	**0**	**332**	**525**	**226**	**391**
A5	TC	0	147	0	36	47
	Non TC	493	174	234	67	58
	Total	**493**	**321**	**234**	**103**	**105**
A1-A5	TC	647	1,295	1,727	1,243	790
	Non TC	2,367	2,195	8,399	3,451	10,202
	Total	**3,014**	**3,490**	**10,126**	**4,694**	**10,992**



Net completions in town centres

Despite the increases seen in new retail floor space provision in town centres there was a net loss in A1, A2, A4 and D2 uses. Whilst many changes are due to premises swapping to other town centre uses, the most frequent losses have been to residential use. Some of these changes have been facilitated through the government's revisions to Permitted Development Rights that allow for a greater range of buildings to be converted to housing under the Prior Approval route.

Town centre development – 2017/18

Use	Losses (sq.m)	Gains (sq.m)	Net change (sq.m)
A1	-1,059	194	-865
A2	-126	70	-56
A3	-355	419	64
A4	-1,048	60	-988
A5	0	47	47
D1	0	20	20
D2	-354	202	-152
Total	**-2,942**	**1,012**	**-1,930**

Natural and Built Environment

Greenspace regeneration project

Development of Green Spaces

Working in partnership the aim is to protect and sustain the existing open spaces and create new and improved open spaces by:

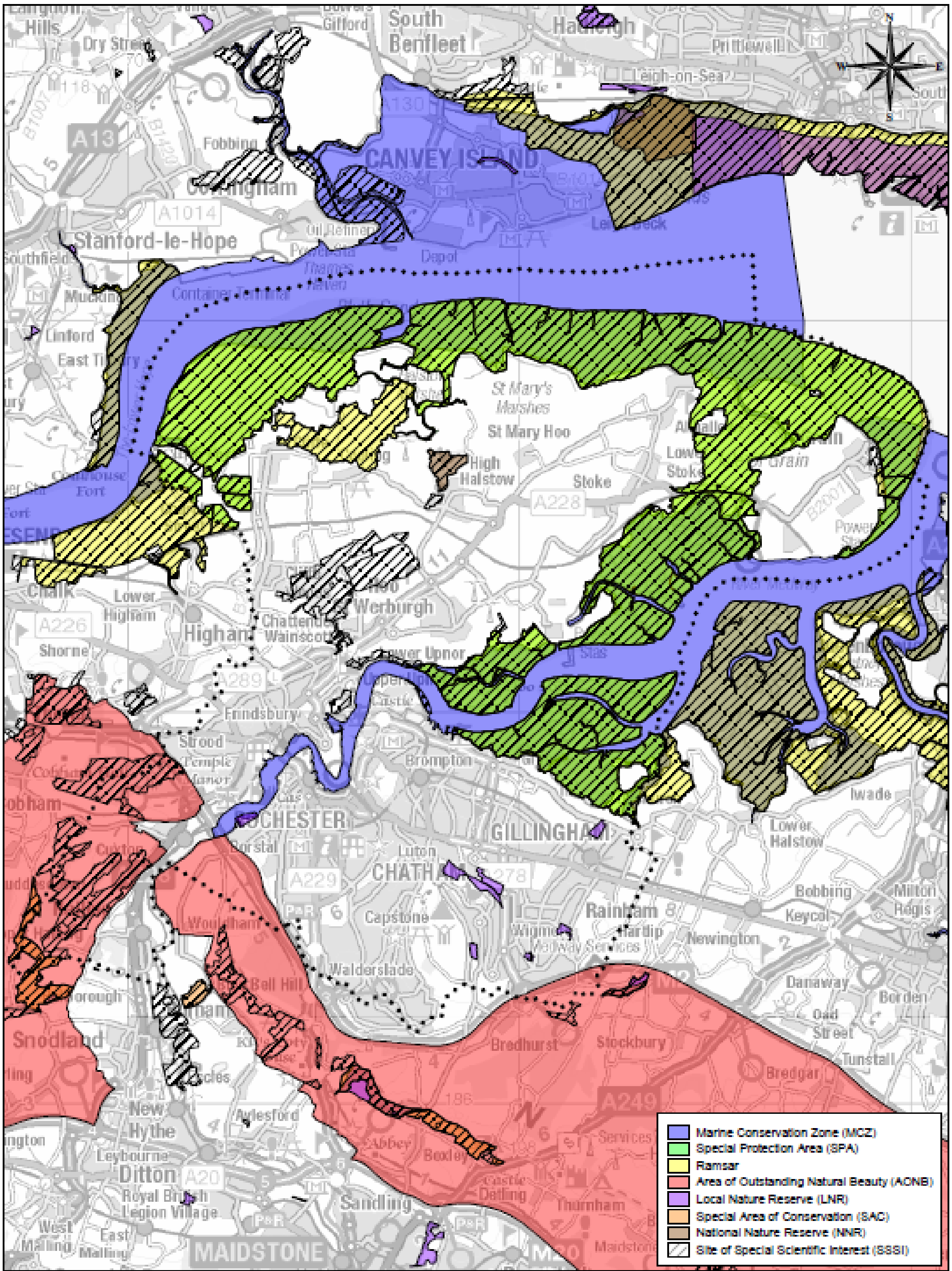
- make the best use of our valued open and green spaces
- identify how we can improve our existing parks and open spaces
- develop new partnerships and secure funding to make improvements in the future
- encourage more community involvement
- celebrate our open and green spaces

The current projects include:

- development of play areas
- introducing a BMX pump track to Queen Elizabeth Fields in Gillingham
- Green Flag Awards
- HLF Command of the Heights project at Fort Amherst and Chatham Waterfront

Command of the Heights; mock up of Spur Battery Amphitheatre

Environmental Designations in Medway



Medway Council
Serving You

Scale:1:135000 21/08/17

Green flag awards

The winners of the Green Flag award are announced each year in July during 'Love Parks' week. In 2017 seven sites received the Green Flag award.

Green flag sites – year awarded		
July 2013	7	Over the years the sites have included:- The Vines, Riverside Country Park, Hillyfields, Capstone Farm Country Park, Broomhill Park, Great Lines Heritage Park and Gillingham Park
July 2014	7	
July 2015	7	
July 2016	6	
July 2017	7	

Medway's thriving towns are surrounded by beautiful parks and countryside, which Medway Council works hard to maintain so people can enjoy the area's open spaces throughout the year. The council has invested in improving footpaths and cycle routes across Medway, giving people more access to enjoy the impressive green spaces.

Recognising beautifully maintained parks the international award, now into its third decade, is a sign to the public that the space boasts the highest possible environmental standards, is exceptionally well maintained and has excellent visitor facilities.

Capstone Farm Country Park, Riverside Country Park, Great Lines Heritage Park, The Vines, Broomhill Park, Hillyfields Community Park and Gillingham Park are among a record-breaking 1,797 UK parks and green spaces that received the prestigious Green Flag Award in July 2017 – the mark of a quality park or green space.

Source: http://www.greenflagaward.org.uk/

Capstone Farm Country Park

Air Quality

Clean air is important for our health and for the environment. Urban air pollution has a long history and in the past has generally been caused by industrial and domestic sources. Today, the biggest source of air pollution in the UK is from road traffic and this is the case in Medway. There is increasing awareness of the impacts of poor air quality.

The assessment of local air quality has shown that in Medway levels of nitrogen dioxide (NO_2) are above the health-based objectives set out by the Government. Therefore, Medway Council declared three Air Quality Management Areas (AQMAs) in 2010: Central Medway; High Street, Rainham; and Pier Road, Gillingham.

The Four Elms Hill AQMA was declared on 1 November 2017 for exceedances of the annual mean nitrogen dioxide objective; this AQMA covers part of Four Elms Hill, Chattenden, including properties adjacent to parts of the Four Elms Hill (A228), Main Road (A228) and Peninsula Way (A228).

The Air Quality Action Plan outlines a number of measures aimed at improving local air quality by reducing levels of nitrogen dioxide to acceptable levels. More information can be found at:

http://www.medway.gov.uk/crimenuisanceandsafety/rubbishpollutionnuisance/airandsmells/medwayairqualityaction.aspx

Many challenges still lie ahead for Medway Council in terms of making a positive contribution to improving air quality. Whilst a weak trend of decreasing measured concentrations of nitrogen dioxide is apparent at most sites from 2011 to 2017, monitoring results for 2017 demonstrate that air quality in Medway continues to exceed the annual mean nitrogen dioxide objective at some locations to roads covered by the four AQMAs currently declared. Although, it should be noted that measured pollutant concentrations remain below the national objectives at all monitoring sites located outside the declared AQMAs (when distance-corrected to represent relevant exposure) , and numerous sites within them. No changes to the number and/or extent of the AQMAs currently declared are recommended.

A key action taken by Medway Council to improve air quality since the last Annual Status Report (ASR, 2017) is the development and adoption in December 2017 of the **Medway Air Quality Communication Strategy**. The Strategy is designed to support in achieving the aims of the Medway Air Quality Action Plan (2015) through stimulating changes in the way people and organisations view air pollution. The Strategy includes three key objectives and a number of key messages and details a series of recommended communications activities to increase the awareness of the health impacts of air pollution amongst identified key stakeholders and specific local groups affected by air pollution.

In addition to the Communication Strategy, Medway Council intends to implement further measures to improve air quality within Medway in the future. These include measures that aim to improve Medway's air quality through freight and delivery management, transport planning and infrastructure, improving vehicle fleet efficiency, promoting travel alternatives, promoting low emission transport, traffic management, promoting travel alternatives and alternatives to private vehicle use, policy guidance and development control and public information.

The latest ASR, for 2018, is to be released in due course.

Built Environment - Heritage at Risk

Historic England compiles an annual Heritage at Risk register which identifies Grade I and Grade II* Listed Buildings, Scheduled Monuments and Conservation Areas which are at risk from neglect. There are a number of conditions for each type of designation to be included onto the Register:

- **Vacant Listed Buildings:** In very bad, poor or fair condition.
- **Occupied Listed Buildings:** In very bad or poor condition.
- **Scheduled Monuments:** Depends on their condition, vulnerability, trend of their condition and their likely future vulnerability.
- **Conservation Areas:** Those that are deteriorating or in very bad condition and are not expected to change significantly in the next 3 years.


Fort Amherst

Currently Medway has 15 entries on the Heritage at Risk register; including 8 Scheduled Monuments, 5 Listed Buildings and 4 Conservation Areas. This number of entries is significantly higher than most of the other Kent local authorities, with a number of the entries comprising more than one building or site per entry.

After a peak of 18 entries on the register in 2015, the number has reduced through work with the owners to undertake repairs and improvements. Other sites, such as Fort Amherst have recently benefitted from Heritage Lottery Funding to help undertake a number of improvements and essential repairs.

Nationally, 3.8% of Grade I and Grade II* Listed Buildings (excluding Places of Worship) are currently on the Heritage at Risk register, this compares to 3.9% in Medway. Of the 24 Conservation Areas in Medway, 4 are included on the register; equating to 16.7%, which compares to just 6% nationally.

The National List of Buildings of Special Architectural or Historic Importance

The most recent national data available from Historic England indicates that Medway has 723 entries in the national list of buildings of special architectural or historic importance. These can be broken down as follows:

- 49 Grade I Listed Buildings
- 78 Grade II* Listed Buildings
- 517 Grade II Listed Buildings
- 76 Scheduled Monuments
- 2 Historic Parks and Gardens
- 1 Certificate of Immunity

2017 saw a further 4 entries added to the National List of Buildings of Special Architectural or Historic Importance, including the war memorials in Rochester, Rainham and Hoo.

Health and Communities

Life expectancy

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

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

The latest information available at Local Authority level covers the period 2013-2017. In Medway for this period, life expectancy has risen marginally. It is however consistently lower than the average age for England.

Medway life expectancy
Years

	2010-12	2011-13	2012-14	2013-15	**2013-17**
Male	78.5	78.8	78.7	78.4	**78.5**
Female	82.2	83.1	82.2	82.0	**82.2**

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

England authority average life expectancy
Years

	2010-12	2011-13	2012-14	2013-15	**2013-17**
Male	79.2	79.4	79.5	79.5	**79.5**
Female	83.0	83.1	83.2	83.1	**83.1**

Public Health England

Ward Data

The 2013-17 data shows that within Medway life expectancy for men has improved slightly, but for women it has remained the same. There is great variation in life expectancy at ward level – central parts of Medway around the town centres record the lowest life expectancy – most notably for men living in Chatham Central, River, Luton & Wayfield, Gillingham North and Gillingham South. For women the lowest life expectancies are for those living in Chatham Central and Watling.

Average life expectancy 2013 to 2017 – wards		
	Male	**Female**
Chatham Central	76.2	79.7
Cuxton and Halling	84.3	85.9
Gillingham North	76.2	80.6
Gillingham South	76.5	80.2
Hempstead and Wigmore	84.7	85.0
Lordswood and Capstone	82.0	84.9
Luton and Wayfield	76.4	81.4
Peninsula	78.0	82.4
Princes Park	78.4	83.1
Rainham Central	81.8	87.1
Rainham North	79.7	85.8
Rainham South	80.2	82.9
River	75.6	82.4
Rochester East	78.3	82.6
Rochester South and Horsted	78.9	81.6
Rochester West	78.1	82.3
Strood North	78.6	81.8
Strood Rural	80.4	83.6
Strood South	77.4	83.1
Twydall	79.3	82.0
Walderslade	79.2	84.3
Watling	77.9	78.8
Medway	**78.6**	**82.2**

Source: Medway life expectancy Public Health Profile 2017, – Public Health England © Crown Copyright.

Life expectancy at ward level supplied by the Public Health Team

See glossary for 'life expectancy' definition.

Mortality

The death rate in Medway as measured by the standardised mortality ratio stands above the national level. The death rate in Medway also remains higher than the South East and Kent.

It should be noted that the trend in female death rate has been quite erratic over the past five years.

The majority of deaths in England and Wales in 2017 were contributed to three main causes: cancers (neoplasms), circulatory diseases and respiratory.

Standardised mortality ratio

	2013	2014	2015	2016	2017
Medway	**104**	**112**	**111**	**103**	**104**
Kent	96	97	97	98	97
South East	93	93	92	92	93
Eng/Wales	100	100	100	100	100

Medway - Standardised mortality ratio by gender

	2013	2014	2015	2016	**2017**
Male	104	109	112	108	**100**
Female	103	116	110	99	**109**

Source: Death registrations summary tables - England and Wales *(Office for National Statistics (ONS)) © Crown copyright 2018.*

https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/datasets/deathregistrationssummarytablesenglandandwalesreferencetables

For more detailed information on health in Medway go to:

http://www.medwayjsna.info/

Hot food takeaway guidance

In order to promote a healthier Medway, in February 2014 Medway Council issued a Hot Food Takeaway Guidance Note. The purpose of this was to manage the potential proliferation of hot food takeaways, to help reduce obesity particularly among children, create a healthier environment, more vibrancy in town centres and to assist the creation of a more diverse offer in retail areas. The guidance supports a 400m buffer around schools to manage the siting of takeaways and the restriction on hours of operation.

Obesity and poor diet can lead to serious health issues for our local population. 64.6% of adults in Medway are overweight or obese, compared to an England average of 61.3%. The rates of overweight children in both reception (22.6%) and year 6 (35.5%) are similar to the England averages (22.6% and 34.2%, respectively). Medway Council has set out ambitions to improve the health and associated life chances of local people.

The aim is to reduce the concentration and clustering of hot food takeaway in core retail areas/town centres and reduce the prevalence of takeaways to prevent proliferation. The proposals apply only to new hot food takeaways seeking planning permission.

Use of guidance:
The planning guidance note has been used in sixteen applications during 2017/18.

The majority of applications received in this last year have been for a change of use to A5 (hot food takeaway).

The following table shows the number of applications relating to hot food takeaways that were received during the year (16 applications):

Application theme - 2014/16 - 2017/18

	New takeaway	Change of use	To extend hours	Other	Total number of applications
2014-16	3 (27%)	5 (46%)	2 (18%)	1 (9%)	11
2016-17	0	8 (89%)	1 (11%)	0	9
2017-18	**0**	**13 (81%)**	**3 (19%)**	**0**	**16**

This table shows the number of applications relating to hot food takeaways that were determined within the year (14 applications). The remaining 2 will be decided in the year 2018/19.

Application outcome - 2014/16 - 2017/18

	Approved	Approved with conditions	Refused	Total number of applications
2014-16	3 (27%)	5 (45%)	3 (27%)	11
2016-17	2 (33%)	1 (17%)	3 (50%)	6
2017-18	**10 (71%)**	**1 (7%)**	**3 (21%)**	**14**

A Better Medway	
This supports the local population to live a healthier lifestyle. Current programmes include health walks, cycling and Nordic walking as well as access to sports centres offering swimming and a number of fitness classes. Further details on the programmes, information and support are available at: https://www.medway.gov.uk/homepage/48/a_better_medway	

Infrastructure
Education

GCSE attainment scores

A new grading system has been introduced which means that current pass rates can no longer be compared to the old GCSE pass rates. New GCSEs will be graded 9 to 1, rather than A* to G. Grade 9 is the highest grade, set above the current A*. The grades were given for the first time in 2017 results for specifications that first started teaching in 2015. By 2019, all GCSE results will be using the new system.

Ofqual has developed grade descriptors for the reformed GCSEs graded 9 to 1.

A school's **Attainment 8 score** is the average of all of its students' **scores**. Students don't have to take **8** subjects, but they **score** zero for any unfilled slots. For comparison the England and Medway scores are set out below.

Average attainment score 8 per pupil		
	2016	2017
Medway	**48.5**	**44.6**
England[2]	49.9	45.7

Source: https://www.gov.uk/government/statistics/revised-gcse-and-equivalent-results-in-england-2016-to-2017
Main local authority tables: SFR03/2017 Table LA4

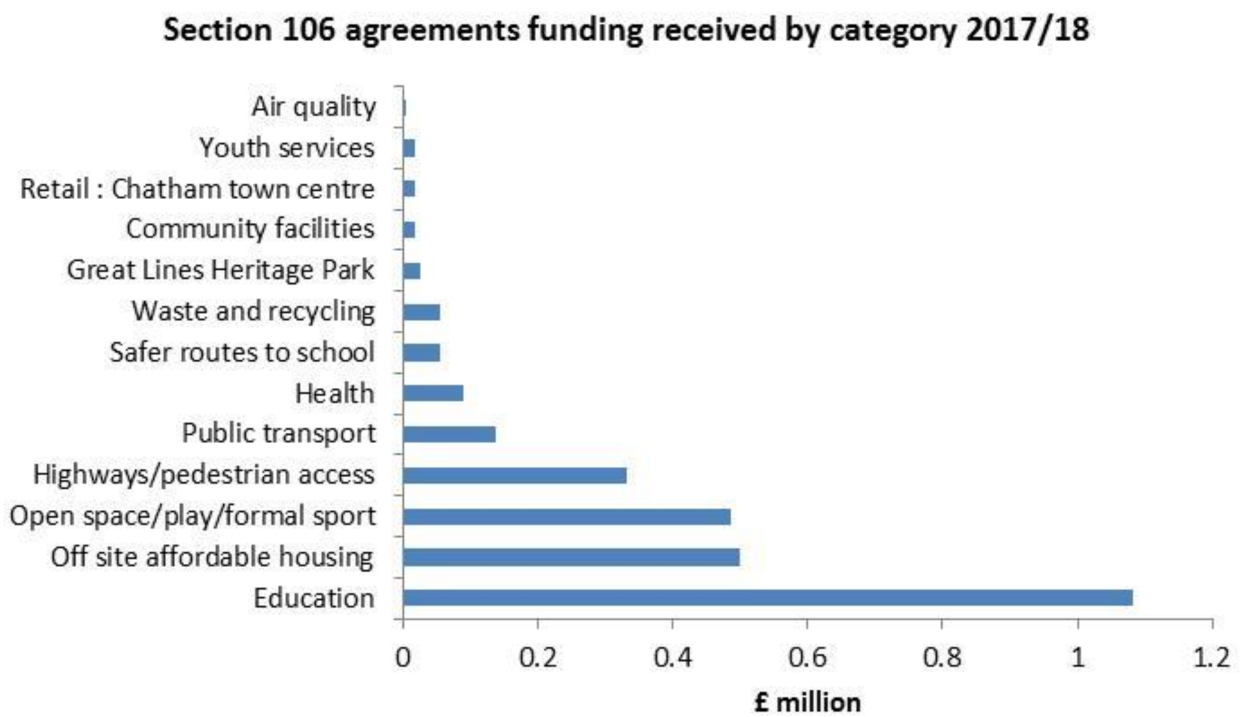
[2] Local authority, region and the total (state-funded sector) figures cover achievements in state-funded schools only. They do not include pupils recently arrived from overseas and so will not match with state-funded figures in the main tables. The 'England' line above includes all pupils from state-funded schools, independent schools, independent special schools, non-maintained special schools, hospital schools, pupil referral units and alternative provision. Alternative provision includes academy and free school alternative provision.

Infrastructure
Developer Contributions

Developers are required to make provision for infrastructure where the need arises directly from development.

In 2017/18 funding received through Section 106 agreements amounted to £2,815,600.04. Education received the highest amount with £1,083,019 (38% of the total contribution). Contributions of over 17% of this funding went equally towards open space/sport and off site affordable housing.

Amount of funding received during the year 2017/18	
Section 106 agreements	£2,815,600.04
Habitat Regulations contributions	£122,519.06
Total	**£2,938,119.10**



It is central to government policy that new development should be sustainable, which includes that it should provide capacity, new facilities and infrastructure to meet the needs of new residents, in order to mitigate the impact of the development.

Section 106 of the Town and Country Planning Act 1990 allows anyone with an interest in land to enter into a planning obligation, which is enforceable by a local planning authority.

Developer contributions are required for developments of 10 or more residential units and certain other forms of development. They also include a clause stating the deadline for expenditure of contributions. From 1 April 2017 new S106 agreements will usually specify a 5 year deadline for spend. Prior to this date a 10 year deadline was the norm but individual contributions can vary.

A further unilateral undertaking of £223.58 per dwelling was required in 2017/18 for any housing development within 6km of a protected site, in relation to the recreational disturbance that would be caused to the bird population (habitat regulations). For the period 1st April 2017 to 31 March 2018 a total of £122,519.06 was received. This is funding a strategic package of environmental management and mitigation measures across the protected habitats of north Kent's estuaries and marshes. For more information, please see:

https://birdwise.org.uk

In 2017/18, The Medway Guide to Developer Contributions and Obligations was refreshed, the final draft was adopted by Cabinet in May 2018. For more information, please see:

https://www.medway.gov.uk/downloads/file/2745/medway_guide_to_developer_contributions_and_obligations_2018

Transport

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

Local Transport Plan

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

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

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

A289 Four Elms roundabout to Medway Tunnel journey time and network improvements:
This project will deliver highway capacity improvements in order to provide journey time savings and reduced congestion. Design work is ongoing.

Medway City Estate connectivity improvement measures
This project will deliver an integrated package of infrastructure measures aimed at addressing the existing barriers to movement to and from and within the Medway City Estate. Phase 1 of the project focused on improving vehicular egress from Medway City Estate and included the provision of new traffic signals on the westbound entrance to Medway Tunnel. Studies are currently underway to inform the development of a system to automate the traffic signals. Phase 2 of the project will focus on infrastructure improvements to encourage alternative sustainable modes of travel to the site. It is anticipated that preliminary designs will be completed by the end of 2018.

Strood town centre journey time and accessibility enhancements
The Strood town centre project will deliver journey time and accessibility enhancements to the town centre including changes to the highway and improved public realm. Phase 1 of the project has transformed the existing car park at Commercial Road. Further improvements are being made to pedestrian routes, road surfacing and road layouts in the town centre, with work due for completion in 2019.

Medway Cycling Action Plan
The Medway Cycling Action Plan document was completed in April 2016. The delivery of a package of measures, to improve access to cycling in Medway (as outlined in the Cycling Action Plan document), is substantially complete. Improvements include the expansion of existing cycling facilities such as cycle parking stands and new cycle corridors. An updated version of Medway's cycle routes map is now available online here. Work has commenced on the build of a cycle pump track (an off road leisure facility) at Queen Elizabeth Fields, Gillingham and is scheduled for completion in October 2018.

https://www.medway.gov.uk/info/200177/regeneration/677/medway_cycle_plan

Estimated traffic flows for cars and all vehicle types

Medway continues to see a lower rate of growth in car usage over vehicle usage.

Over the longer term car and vehicle journeys in Medway has grown at a slower rate in comparison to Kent and the South East and England.

Car Traffic – Million miles

	2013	2014	2015	2016	2017	Percent change 2013-17	Percent change 2016-17
Medway	**690**	**703**	**705**	**709**	**710**	**2.9**	**0.1**
Kent	6,850	6,946	7,097	7,204	7,250	5.8	0.6
South East	41,399	42,198	43,025	43,598	43,786	5.8	0.4
England	205,599	209,815	212,197	215,397	217,763	5.9	1.1

Motor Vehicle Traffic – Million miles

	2013	2014	2015	2016	2017	Percent change 2013-17	Percent change 2016-17
Medway	**853**	**874**	**882**	**894**	**897**	**5.2**	**0.3**
Kent	8,806	8,996	9,254	9,451	9,515	8.1	0.7
South East	51,476	52,792	54,082	55,024	55,264	7.4	0.4
England	259,891	266,660	271,092	276,130	279,395	7.5	1.2

This is a measure of the level of usage of roads in Medway, rather than a reflection of vehicle ownership amongst Medway residents.

Source: DfT transport statistics

https://www.gov.uk/government/collections/road-traffic-statistics#publications-2016
Tables TRA8901 & TRA8902

Passenger journeys on local bus services

In 2016/17 8.7 million bus passenger journeys were made in Medway.
Medway has seen a slight drop in bus usage over the past four years, although nationally there has been a bigger fall in usage. Kent has seen the biggest drop in passenger journeys.

Passenger journeys on local bus services - millions

	2013/14	2014/15	2015/16	2016/17	Percent change 2014-17
Medway	**8.9**	**8.9**	**8.8**	**8.7**	**-2.2**
Kent	62.3	57.8	55.8	55.7	-10.6
South East	355.5	355.5	353.3	356	0.1
England	4,672.7	4,627.4	4,507.8	4,438.2	-5.0

Source: DfT transport statistics
https://www.gov.uk/government/collections/bus-statistics
Table BUS0109a

Railway Stations

Medway has seven train stations within the borough.

Cuxton and Halling are on the Medway Valley line that runs between Strood and Tonbridge and connections at Strood station provide for onward journeys to London or east Kent.

Rainham, Gillingham, Chatham, Rochester and Strood are served by the north Kent line, with links to London. These are the busiest trains and take the bulk of passengers during the early morning and evening rush hours to and from the capital.

Passenger usage per annum

Station	2013-14	2014-15	2015-16	2016-17
Chatham	2,699,480	2,696,730	2,767,892	2,742,800
Cuxton	39,854	41,578	40,808	42,512
Gillingham	2,439,280	2,540,188	2,629,244	2,731,126
Halling	48,070	55,240	58,710	68,100
Rainham	1,715,959	1,722,010	1,775,560	1,821,372
Rochester	1,240,794	1,304,746	1,385,260	1,631,718
Strood	1,098,676	1,182,148	1,197,602	1,132,056

Since the 2015-16 data was published Rochester Station has been relocated. There was a noticeable increase in user numbers in the last year, of 18%.

Strood Station has been given a £2.59 million upgrade. Work was carried out over a period of 9 months include a larger booking hall, new waiting room and better facilities for passengers. User numbers have dropped by over 5% at Strood over the last year.

There was also a marked increase in use of Halling Station, which may have been linked to new development at St Andrews Park.

Source:
http://orr.gov.uk/statistics/published-stats/station-usage-estimates
Station usage 2016/17 data

Minerals, Waste and Energy

Minerals

Information on Minerals in Medway can be found in the Local Aggregate Assessment set out in Volume 3. It reports on the extraction of sand and gravel locally, sales of recycled and secondary aggregate, and the importation of marine won aggregates and crushed rock. The full report is available at:

https://www.medway.gov.uk/downloads/download/24/authority_monitoring_report

Waste

As a Waste Planning Authority, Medway has a responsibility to ensure that the need for waste management facilities is considered alongside other spatial planning concerns, recognising the positive contribution that waste management can bring to the development of sustainable communities.

Medway currently benefits from a range of waste management facilities that assist in the delivery of sustainable development. Some facilities have seen significant increases in volumes of materials processed over the last year. The following information on Medway's waste management is taken from the Environment Agency Waste Data Interrogators:

Waste received (tonnes)		
	2016	**2017**
Hazardous	15,855.07	25,873.97
Household, Industrial and Commercial	448,289.47	523,579.03
Construction, Demolition and Excavation	107,605.81	109,934.10
Total	**571,750.35**	**659,387.10**

Waste removed (tonnes)		
	2016	**2017**
Hazardous	8,353.13	16,921.58
Household, Industrial and Commercial	496,555.57	589,191.99
Construction, Demolition and Excavation	52,278.34	19,474.47
Total	**557,187.04**	**625,588.04**

Energy

Energy Performance

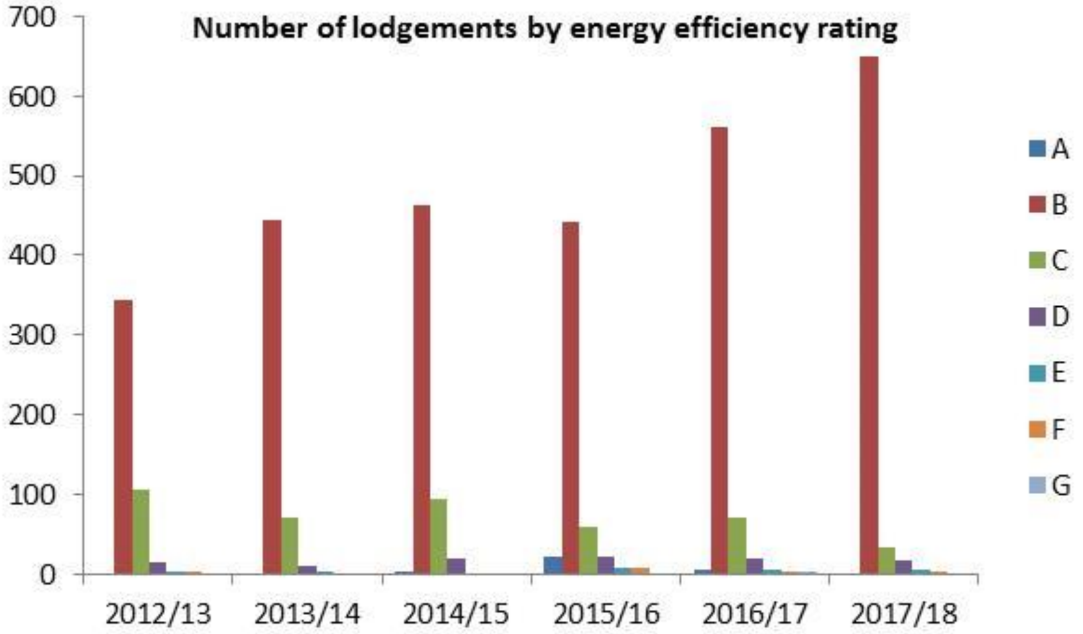
A quarterly series of official statistics is published by the Ministry of Housing, Communities and Local Government, presenting information about certificates on the energy efficiency of domestic and non-domestic buildings in England and

Wales that have been constructed, sold, or let since 2008, and of larger public authority buildings recorded since 2008.

Energy Performance Certificates (EPCs)
Two types of EPCs are issued on the completion of new dwellings – Energy Efficiency (based on fuel costs) and Environmental Impact (based on CO^2 Emissions). An EPC gives a property an energy efficiency rating from A (most efficient) to G (least efficient) and is valid for 10 years.

New dwellings - Energy Efficiency (based on fuel costs)
Since 2012/13 the majority of dwellings have been constructed to a B energy efficiency rating (based on fuel costs). This is broadly consistent with the rest of England, although England's overall percentage of B ratings is lower, due to there being higher levels of C ratings.
This year 2017/18 Medway saw the largest increase to rating B, following a fall in ratings C, D, E and F. There were no rating G dwellings constructed this year.

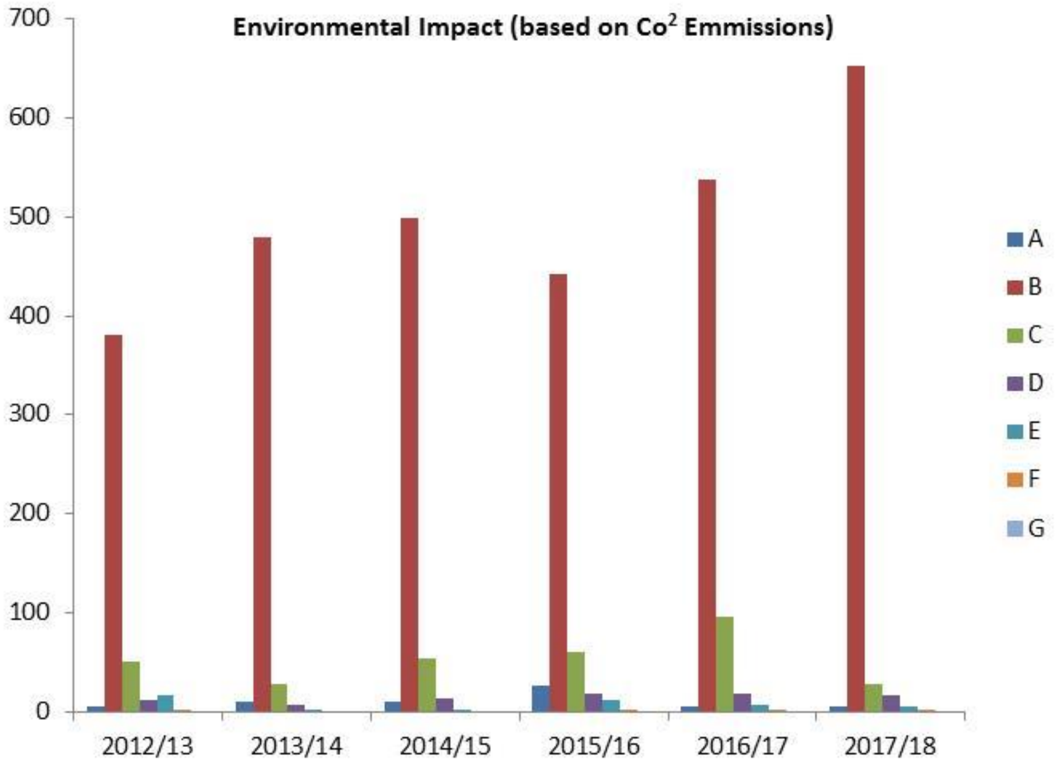
% Medway Number of lodgements by energy efficiency rating (based on fuel costs)							
Year	A%	B%	C%	D%	E%	F%	G%
2012/13	0.0	73.6	22.7	3.2	0.2	0.2	0.0
2013/14	0.0	84.4	13.3	1.7	0.6	0.0	0.0
2014/15	0.2	79.9	16.4	3.5	0.0	0.0	0.0
2015/16	3.9	78.8	10.7	3.9	1.2	1.4	0.0
2016/17	0.7	84.3	10.5	3.0	0.9	0.4	0.1
2017/18	0.0	91.7	4.8	2.5	0.8	0.1	0.0
Total	**0.8**	**82.6**	**12.6**	**3.0**	**0.7**	**0.4**	**0.0**
England Total	**1.1**	**74.4**	**20.2**	**3.3**	**0.9**	**0.2**	**0.1**



New Dwellings - Environmental Impact (based on CO^2 Emissions)

Similarly to the energy efficiency rating based on fuel costs, the majority of new homes have been constructed to a B rating. Likewise, this year 2017/18 the percentage of rating B dwellings has increased, following a reduction in ratings C, D, E and F. There have been no new homes constructed to a G rating since 2012/13.
Compared to England, Medway has broadly produced similar building environmental impact ratings, although England overall has a higher percentage of A rating dwellings.

Medway New Dwellings - Environmental Impact (based on CO^2 Emissions)							
	A%	B%	C%	D%	E%	F%	G%
2012/13	1.1	81.8	10.7	2.6	3.6	0.2	0.0
2013/14	2.1	90.9	5.3	1.3	0.4	0.0	0.0
2014/15	1.9	86.2	9.3	2.2	0.3	0.0	0.0
2015/16	4.8	78.8	10.9	3.2	2.1	0.2	0.0
2016/17	0.9	80.7	14.4	2.8	1.0	0.1	0.0
2017/18	0.8	92.0	3.9	2.4	0.7	0.1	0.0
Total	**1.9**	**85.2**	**9.0**	**2.5**	**1.3**	**0.1**	**0.0**
England total	**8.8**	**75.3**	**11.9**	**3.0**	**0.8**	**0.2**	**0.0**



Source:

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

Notable developments and Medway news during the year 1st April 2017 – 31st March 2018

Strood

- Work began on building a new access road to a former quarry near Manor Farm Barn, Frindsbury, to serve the construction of 48 dwellings, the sales of which will enable funds of around £900,000 to be raised for the restoration of the 700 year old barn.
- Starbucks was set to move into the last unit at the former B&Q site at Strood Retail Park. The other new occupiers include Marks and Spencer Food Hall, B&M Discount Store and The Gym.
- Redrow commenced building at Temple Wharf and attracted early interest from around 2,000 people.
- The official opening of the Medway Innovation Studios took place. The shipping container buildings took about 10 weeks to construct managed by CargoTek. Every space at the studios has been let.
- Strood Station reopened after a £2.59 million upgrade. Work was carried out over a period of 9 months to provide a larger booking hall, new waiting room and better facilities for passengers.
- Changes to make Strood Town Centre more accessible began. The £9 million plans include improved pedestrian routes, cycling facilities and road layouts. Strood is one of Medway's key regeneration areas, the improvements will help to revitalise the town.
- Wainscott Stores was to follow the trend of post office branches at Strood and Cliffe Woods to offer banking services.

Rochester

- Medway Council and Homes England signed an agreement with Countryside and the Hyde Group to deliver a £400m development at Rochester Riverside, consisting of 1400 new homes, a primary school, work space, retail, leisure and health care facilities.
- Monthly markets selling artisan goods, vintage clothes and fine foods started up in Rochester. Stalls are set up between Northgate and Rochester bridge.
- The redevelopment of a site in Corporation Street Rochester began with the demolition of the old flats, to be replaced with 89 homes offering 53 shared ownership and 36 market rent homes.
- The Cathedral Tea Rooms in Rochester closed and the building was taken on by Rochester Bridge Trust for office space and community activities.
- The Nat West Bank in Rochester closed, leaving just one remaining bank in the High Street (Lloyds). However, Lloyds announced they would close its branch in Spring 2018.
- The memorial in Rochester High Street has been granted Grade II Listed status by Historic England.

Chatham

- Funding of a £4.8 million lottery grant was obtained for the refurbishment of the Fitted Rigging House in the Dockyard, to become home to a visitor centre, the Dockyard's library and archives.
- It was a successful year for the Historic Dockyard, with awards for its architecture, design and tourism offer. Command of the Oceans won the RIBA South East Regional Award, RIBA South East Conservation Award, RIBA South East Building of the Year Award 2017 and the RIBA National Award 2017. It also picked up 2 more at the Medway Design and Regeneration Awards and finally the Leisure Tourism Business of the Year at the KEiBA Awards. It was also shortlisted for the RIBA Stirling Prize.
- Chatham Dockyard received a national gold award by Visit England as it celebrated its 400th birthday.
- For the first time since it opened 14 years ago the Dockside Outlet Centre had a 100% occupancy rate, which bucked the national retail market trend.
- At Pier 5, The Quays adjoining the Dockside Outlet Centre saw a number of new businesses, including restaurants and bars.
- Work began at Colonial House at Chatham Maritime to demolish the former offices and provide new homes and commercial space.
- Medway Council secured £4 million of Government funding to revitalise Chatham Town Centre. The Chatham Placemaking public realm project seeks to improve the route for pedestrians and cyclists from the railway station to the town centre.
- New properties were built in Chatham town centre by mhs Homes, as part of a £12 million development (part funded by a grant from The Homes and Communities Agency) creating 77 homes.
- There were a number of changes in Chatham town centre, with new openings of a number of food and drink businesses, as well as leisure uses, such as a Ping Pong Parlour at the Pentagon Centre, and the discount homeware chain B&M moving into the former Staples building. Work to widen activities at the Pentagon Centre included its use for a careers fair and fundraising event.
- Demolition of the Kitchener Barracks commenced to make way for a new housing development by Latis, making use of modular construction techniques.
- The Co-op store in Walderslade village reopened following a £1.2 million makeover.
- P & D Material Recovery, based at Chatham Docks made a major investment in their waste management facilities. The company bought machinery which sorts waste into categories allowing up to 90% of it to be recycled
- A juice maker based in Lordswood, Chatham broke the £1 million turnover barrier for the first time. The Juice Executive founded in 2014 more than doubled its sales over the last year and has added another eight staff.
- A joint project between Canterbury Christ Church University and the University of Kent was successful in gaining funding for Kent's first medical school. Due to open in 2020, it should assist in addressing recruitment issues in the health sector.
- Toys R Us went into administration.

Gillingham and Rainham

- There were a number of developments in retail and leisure, with the opening of a new McDonalds restaurant and takeaway in Courteney Road, Gillingham, an Aldi supermarket on Gillingham Business Park', the Mast and Rigging pub at Chatham Waters, and M&Co moved into the former BHS store at Hempstead Valley Shopping Centre.
- Detailed planning permission was approved for Chatham Waters, including two tower blocks of 16 and 11 storeys, together with some commercial space at ground floor.
- Rainham Mark Grammar School was awarded The Prince's Teaching Institute Schools Leadership Mark.
- The CAMRA (Campaign for Real Ale) award for the 3rd year running went to Medway's micropub Past and Present in Skinner Street, Gillingham.
- Rainham's War Memorial was granted Grade II Listed status by Historic England.
- Gillingham Baptist Church in Green Street is to be given a £1 million makeover.

Hoo Peninsula and the Isle of Grain

- The 650ft Kingsnorth power station chimney was demolished along with two bunkers at the old Kingsnorth Power Station; the works to clear the site began in 2014 and should be completed by the end of the year.
- Grupo Pacadar, a Spanish construction company, which designs and manufactures pre cast concrete structures, invested £10 million on a 20 acre facility at Thamesport at Grain.

Medway Valley

- The 'blue lake' at Halling is to become a fishing and water sports attraction.

General

- The first Medway Design Awards ceremony was held in Chatham Dockyard. The winners were selected by an independent panel of judges. There were 9 categories the winners in each were:
    - Residential Minor – Manna House, High Street, Upnor
    - Residential Major – Centenary Gardens, Beatty Avenue, Gillingham
    - Residential Super Major – Victory Pier, Gillingham
    - Public Buildings, Community – Medway Park, Mill Road, Gillingham
    - Public Buildings, Education – Walderslade Primary School, Chatham
    - Civils and Infrastructure – Great Lines Heritage Park
    - Commercial Industrial and Retail – Restaurant quarter at Hempstead Valley Shopping Centre
    - Restoration Conservation – Command of the Oceans at Chatham Historic Dockyard
    - Regeneration Impact – Chatham Historic Dockyard

  Local residents were given the opportunity to vote for the development that had the most positive impact on the towns over the last 10 years and they picked Victory Pier in Gillingham.

- A consultation seeking views from the public on the Environment Agency's strategy to protect areas of the north Kent coast over the next century ran until the 5th February 2018. The online consultation asked people to consider how best to protect people, properties, wildlife habitats and agricultural land from flooding and coastal erosion.
- The Government announced that Medway Council was one of 45 Local Authorities shortlisted for a share of the £5 billion Housing Infrastructure Fund, and invited to progress to the next stage of the bidding process.

Glossary

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

Biodiversity - The whole variety of life encompassing all genetics, species and ecosystem variations, including plans and animals.

Change of Use - A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary in order to change from one 'use class' to another.

Commitments (or committed development) - All land with current planning permission or allocated in adopted development plans for development (particularly residential development).

Community Infrastructure Levy (CIL) - is a system of securing developer contributions from planning permissions which local authorities are empowered but not required to charge on new development in their area. The levy is to be used to support growth.

Duty to cooperate - was introduced in the Localism Act 2011, and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation relating to strategic cross boundary matters.

Economic activity - A person is economically active if they are either employed or unemployed i.e. in work or looking for work. A person is economically inactive if they are either not seeking work or are unavailable to start work. This includes people who are looking after a family and people who are on long term sick leave.

Employment Land Availability (ELA) - The total amount of land reserved for industrial and business use awaiting development.

Employment rate - The number of people in employment in the UK is measured by the Labour Force Survey (LFS) and consists of people aged 16 and over who did paid work (as an employee or self-employed), those who had a job that they were temporarily away from, those on government-supported training and employment programmes, and those doing unpaid family work.

English indices of deprivation - identify the most deprived areas across the country. The indices combine a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England. The indices are used widely to analyse patterns of deprivation, identify areas that would benefit from special initiatives or programmes and as a tool to determine eligibility for specific funding streams.

Greenfield Land or Site - Land (or a defined site) usually farmland, that has not previously been developed.

Gross Value Added (GVA) - This is the value of goods and services produced by an area, sector or producer minus the cost of the raw materials and other inputs used to produce them. For sub-national GVA, ONS uses an income-based measure. GVA is mainly composed of the income made by employees (earnings) and the business (profits/surplus) as a result of production.

Life expectancy - at birth is chosen as the preferred summary measure of all cause mortality as it quantifies the differences between areas in units (years of life) that are more readily understood and meaningful to the audience than those of other measures. All cause mortality is a fundamental and probably the oldest measure of the health status of a population. It represents the cumulative effect of the prevalence of risk factors, prevalence and severity of disease, and the effectiveness of interventions and treatment. Differences in levels of all-cause mortality reflect health inequalities between different population groups, e.g. between genders, social classes and ethnic groups.

Localism Act 2011 - introduced in November 2011. The aim of the act was to devolve more decision-making powers from central government back into the hands of individuals, communities and councils.

Outline application - A general application for planning permission to establish that a development is acceptable in principle, subject to subsequent approval of detailed matters. Does not apply to changes of use.

Mixed Use - Developments or proposals comprising more than one land use type on a single site.

National Planning Policy Framework – published in 2012, it sets out the government's planning policies for England.

Neighbourhood Plans - A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004, as amended).

Planning Permission - Formal approval sought from a local planning authority allowing a proposed development to proceed. Permission may be sought in principle through outline planning applications, or be sought in detail through full planning applications.

Previously Developed Land or 'Brownfield' land - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.

Renewable and Low Carbon Energy - Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

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

Standardised mortality ratio – The SMR is a comparison of the number of the observed deaths in a population with the number of expected deaths if the age-specific death rates were the same as a standard population. SMRs equal to 100 imply that the mortality rate is the same as the standard mortality rate. A number higher than 100 implies an excess mortality rate whereas a number below 100 implies below average mortality.

Super Output Areas (SOAs) - a geography designed for the collection and publication of small area statistics. They are used on the Neighbourhood Statistics site and across National Statistics. Lower Super Output Areas (LSOAs) which are used as the unit to present data on deprivation, were originally built using 2001 Census data from groups of Output Areas and contain on average 1,500 residents.

Supplementary planning document (SPD) - provides additional information on planning policies in a development plan.

Strategic Land Availability Assessment (SLAA) - assesses the suitability, availability and deliverability of sites to meet a requirement for residential, employment, retail and other uses.

Sustainable drainage systems (SUDS) - surface water drainage systems which consider quantity, quality and amenity issues.

Use Class - classes of land and building use as categorised by the Town and Country Planning (Use Classes) Order 1987 as amended. The various classes and categories appropriate to that class are as follows:

> **A1 Shops -** Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
>
> **A2 Financial and professional services -** Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as “sui generis” uses (see below).
>
> **A3 Restaurants and cafés -** For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
>
> **A4 Drinking establishments -** Public houses, wine bars or other drinking establishments (but not night clubs).
>
> **A5 Hot food takeaways -** For the sale of hot food for consumption off the premises.
>
> **B1 Business -** Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
>
> **B2 General industrial -** Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
>
> **B8 Storage or distribution -** This class includes open air storage.

C1 Hotels - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).

C2 Residential institutions - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.

C2A Secure Residential Institution - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.

C3 Dwellinghouses - this class is formed of 3 parts:

- C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.
- C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.
- C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.

C4 Houses in multiple occupation - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

D1 Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.

D2 Assembly and leisure - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).

Sui Generis - certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

Windfall Site - Sites not specifically identified in the development plan (definition from revised National Planning Policy Framework 24 July 2018)