

DARTFORD LOCAL PLAN

Duty to Cooperate Compliance Statement Appendix 6 Meeting Minutes

December 2021

DARTFORD
BOROUGH COUNCIL

NOTE:

This appendix presents notes of some key categories of meetings on the Dartford Local Plan held with public bodies under the Duty to Cooperate.

The coverage of meetings is not exhaustive. It also does not include any meetings prior to 2020, please see the document "Dartford's Duty to Cooperate Statement of Activities 2020/21" for further historic information.

Dartford Borough Council has sought agreement of meeting notes with participants, and has stressed that with Dartford Local Plan Duty to Cooperate meetings evidence may need to be published. However it cannot be guaranteed that in every instance all participant bodies have fully and formally agreed meeting minutes. Nevertheless, it is considered that participants have accepted/ not objected to meeting records for meetings listed in this document. In the interests of being concise, in limited instances some text content has not been featured (meetings indicated with * at the start of the meeting title).

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Ebbsfleet Development Corporation – Local Plan

26/06/2020

* Dartford Local Plan – EDC Cooperation:
Progression Meetings: 26 June 2020

Present: Mark Pullin (EDC), Mark Aplin, Andrea Wright, Jamie van Iersel, Tania Smith (DBC)

Actions:

- **MA:** confirm status to EDC of comments on the Sustainable Transport Strategy
- **AW:** Provide MP with a list of documents that DBC have so that MP can provide any missing documents, including;
 - Space in the Place
 - Smart Cities
 - Education
- **MP:** as above, share documents
- **MP:** Share any further documentation/ mapping on green corridors
- **MA:** allow time on the next agenda for **MP** to provide headline points from capital programme
- **MP:** consider how DBC can have interplay into viability study/consultant of EC
- **MA:** continue work on site analysis for Gypsy and Traveller sites borough wide, for sites in the EDC boundary DBC is to write formally to EDC again to initiate conversation, put forward the sites and request for EDC to provide a) any additional sites and b) any feedback
- **MP:** consider the structure, content and policy of what would be desired from the Local Plan's Ebbsfleet Garden City chapter and provide feedback to DBC.

Minutes:

1. DBC Local Plan – quick programme update

- i. MA provided general update on Local Plan development: still on track and collecting evidence despite various COVID-19 challenges. It will not be possible to meet the next full Council, aim to proceed to full council in May 2021 or before which means Reg 19 'consultation' to take place around June/ July 2021 at latest. Big uncertainty is the London Resort – if they submit in December. We are still aiming to be prepared so we need to be considerate/flexible with our evidence collection/policy writing so that the Plan can proceed in any event.
- ii. MP confirms none of their timetables have slipped (as of yet).

a. EDC representations on Preferred Options

Meanwhile uses

- i. MP confirms that EDC have drafted meanwhile use principles. The next stage is to identify opportunities in terms of sites within the EDC boundary. EDC would like to have support for temporary uses in the emerging LP. Another idea is to obtain support for meanwhile use in outline permissions to avoid coming back all the time.

Healthy Living Principles

- ii. MP confirms that it is the wider wellbeing agenda that EDC would like to see embedded in principle. The EDC have new staff looking at this so nothing concrete to submit/suggest at this time. They are also looking at how/if waste management and water re-use could be incorporated at a localised scale.
- iii. MP confirms that the EDC trying to open up the health conversation, with providers, to be beyond the number of GPs and they are not having much success. EDC want a GP provision in middle village.
TS and MP will pick up this conversation offline.

Amenity

- i. MA notifies the EDC that DBC are currently looking at possible specific policy on garden size/amenity space for family homes – the idea is to have a flexible policy that would allow for amenity to be provided both through garden land but also balconies, roofs etc. For how flatted developments should provide amenity space any views from EDC are welcomed
- ii. MP states that Gravesham have specific number which make it simple for planners and DBC's Plan doesn't currently have this. DBC would like a principle hook requiring certain amount of amenity space and that this should be in square metres not garden depth. MP supports the allowance for balconies, and roof gardens, to contribute to amenity need of a family home. MP is not convinced how functional communal spaces for flatted development are.
Key concern for EDC is protecting existing gardens as they are starting to get house extensions. EDC would like to know if DBC are thinking of preparing a house extension document?
MP confirm that the EDC do not have any challenges/issues with Gravesham's current garden requirement policy. It is believed that Gravesham's approach is in general similar to Medway.
- iii. MA highlights that DBC's 30% overall green space provision policy exists so amenity policy needs to work together/in line with this. Amenity policy should stay flexible but also ensure amenity space is functional and not just meeting quantitative need of policy.

2. EDC studies progress

b. General

- i. MA raises a future discussion need around the use of these studies in the public arena. DBC would like to use the information internally at least but also could publicly cite some of it. It can be discussed closer to the time as to whether we publish anything jointly or not.
- ii. MP confirms that EDC are starting to think about how to make some of the studies publicly suitable. For example there's work on education that needs to be 'reformatted' for public consumption, it is very high level regarding the softer side around engaging schools and communities and businesses rather than 'buildings'. The design element is what EDC want to get out publicly, especially for EG where a school will be.
- iii. Also environmental/climate change component needs to be brought together into one overarching framework document, made up of info from various existing documents. This depends on funding and there is no timetable as of yet. Not yet understood if this will just be for new sites of the whole of the garden city. Corporately EDC need to understand this before commencing.
- iv. Sustainable travel strategy is ready, just awaiting clarification of comments status from Dartford. ACTION.

- v. Not a lot of new documents are expected. If there's anything that can be embraced across Dartford area would be positive and EDC are supportive of this.
- vi. MP confirms that the EDC now have viability consultants for EC but they are not yet at the stage that of understanding the overall package and then how viability inputs.
- vii. MP raises that the EDC Leisure publication looks at number of pitches, EQ looking at off-site provision, the SLC work ignored EQ provision and stated a deficit. EDC understand DBC's expectation of pitches – just a flag
- viii. AW raises that there are a number of documents that we don't have:
 - Space in the Place
 - Smart Cities
 - Not complete educationMP and AW to work offline and MP to provide all further documents.

MP states that the Housing strategy work didn't eventuate to an actual strategy, an action plan was agreed at board (elderly and self/custom build). Green corridors is complex, mainly due to KCC. There are 4 phases, and MP will see if there's anything that brings it all together. 1) Northfleet, 2) Swanscombe, 3) all various other routes and looked at feasibility and public realm improvements within highway boundary, 4) existing PrW.

AW asks who is the officer involved in action plans within 'leisure' studies – MA confirms Stephen Jefferson

- ix. MP confirms he can provide headline points from capital programme at next meeting - confidentially.

c. Implementation Framework

To be revised in due course after progress on the biggest strategic sites.

3. DBC Plan evidence/ EDC input

d. Viability:

- **Other assumptions – S106 and CIL, direct provisions,**
 - **known abnormal costs**
 - **“EC” Typology**
- x. TS provided update: DBC scoping out what we need a consultant to look at and prepare brief for commission. Consultant will test scope for additional viable options e.g. S106 under new flexibilities for particular pieces of infrastructure. DBC won't carry out an immediate review of CIL but aren't ruling a review out for the future. Viability assessment (VA) will test existing CIL rates and the study should suggest particular sites where they may be need for a future review. DBC need to therefore cost the infrastructure projects. VA will also test the cost of policy compliance (new/amended policy), different levels of AH and mix. Study essentially is a balancing act and will involve different testings. A key input into the VA is the expected typologies and their locations. In EDC there are a number of permissions that we therefore can't influence so we will put this as a narrative through examination and the plan. For EC, DBC will provide for the VA a generic typology that relates to/ reflects what is expected of EC. It is therefore important for EDC to gain an understanding as much as possible of the plans/ ideas for EC. For this, DBC will need to have some informal conversations with EDC moving forward

DBC output is determining the AH borough wide figure but also the cumulative impact of other (environmental) policy requirements borough wide. Two relevant factors 1. EC 2. Consultants will consult with private sector and EDC to assess generic assumptions of build costs as well as site costs and costs of new requirements.

- xi. Discussion was held around EC viability concerns and how this is approached in the VA and also at examination. Whilst the VA does not get into site specifics or abnormal costs, for strategic sites such as EC some consideration and perhaps caveating within the VA may be needed and further work between EDC and DBC will be needed as the consultants are commissioned and the VA proceeds.
- xii. MP confirms that the most critical abnormal cost relates to the lift and shift and parking spaces cost to move and re-provide.
- xiii. MA notes VA doesn't test site specific viability, however this may necessary for the Local Plan examination, and would expect EDC can demonstrate how EC is deliverable.
- xiv. MP confirms that EDC have been talking to CLG regarding AH. Also need to understand from DBC if EC will be expected to deliver AH beyond policy for EC.
 - i. MA confirms that DBC are aiming for 2021 adoption
 - e. Retail/leisure**
Meeting next week now set up to discuss.
 - f. G&Ts**
 - ii. AW confirms that site research, by DBC, is still needed. Key outcome from discussion with members is exploring EDC area in full inc Bean Triangle so it would be good to know about EDC's plans for that
 - iii. MP confirms that, corporately, EDC land was not suitable – EC typology doesn't match. Therefore not sure of how they can intervene however they are committed to being involved where possible. MP requests that MA please write formally to EDC again to initiate conversation on this and highlight sites. MP feels bean triangle is not suitable for accommodation – noise and air quality..

g. Transport

Discussed at DBC EDC KCC sustainable travel meeting last week.

h. Other

- i. MA provides update that review of green grid, not started yet, will need good handle of key links into EGC. Also relates to active travel, habitats, CC etc.
- ii. Other work is commencing but is not at a stage to discuss with EDC today. Should be discussed at future meetings. Ie housing and energy for example.

4. DBC Plan content

i. Proposed structure

DBC researching this currently. One objective is some commonality with the Dartford Town chapter. To discuss at future meetings.

j. Ebbsfleet Chapter 'feel'

- i. MP requests that the EIF be referenced/ given weight as much as possible. The EIF will probably be revised once a better idea of Swanscombe and EC is understood.
- ii. It was discussed how this could be done in practice. In reality DBC could reflect parts of the EIF rather than directly link to it. The chapter should include site specific allocations, necessary key context around achievements and challenges and garden city principles.

- iii. MP confirms that the garden city principle of stewardship still needs to be developed, so policy hooks on this would be helpful. MP will take this question away and come back ACTION.

5. Key Ebbsfleet developments in Dartford Borough

k. Ebbsfleet Central

Discussed above.

l. Swanscombe Peninsula

- i. The best approach for the LP in relation to the LR was discussed
- ii. MP states that the Thames waterfront policy should be refined, it should be clear that all surveys need to be undertaken prior to development. It should aim to be supportive of brownfield development but aware of reality/constraints. LP could identify potential, policy should articulate the vision of quality/delivery – more visionary than anything concrete. Principles that any scheme/uses would be expected to uphold.
- iii. MA raises that should policy go beyond that and guide future uses, then DBC would need to ask EDC for assistance in working on this: more evidence likely to be required if the type and nature of future uses to be set out.
- iv. Agreed DBC could put forward the principles/expectations for any development – ie design, garden city principle compliant etc.

m. Bean Triangle

Discussed under other agenda items.

n. KCC waste

- i. MP provides update from the EDC project manager who has been working with KCC waste management. They have been analysing sites and are currently down to a list of 9, thought is that is going to go down to 2 and then 1. MP has encouraged a collective meeting with EDC, GBC DBC and KCC.

6. Strategic infrastructure joint working – to be discussed at next meeting.

7. Any other Business

Northfleet Landfill site, Swanscombe

- i. MP updates that EDC are going to do joint work on aspiration. Holistic masterplan has value and is aspiration but will do what they can.
- ii. Tarmac working on ground constraints/movements. Timeframe and odour impact will be significant and it is not yet determined what the solutions will be.
- iii. Covenant = land should only be used for open space or nothing. In terms of numbers of open space need, there would be scope to release some of tarmac site but covenant is real factor.

29/07/2020

****Dartford Local Plan – EDC Cooperation:***

Progression Meetings: 29 July 2020

Present: Mark Pullin (EDC), Mark Aplin, Andrea Wright, Jamie van Iersel (DBC)

Actions:

- **MP** Share data from the resident lockdown survey
- **MP** Invite colleagues from EDC to next meeting to discuss Ebbsfleet Central
- **DBC** To submit any proposed questions for future resident satisfaction surveys to MP

1. EDC studies progress

Project Spring

- i. Info used to inform Project Spring was all public in some form, although the report itself isn't

2. DBC Plan evidence/ EDC input

Transport

- i. Ebbs Green has reached a stage where A Coull KCC due to do a survey of resident trips/ parking

Amenity spaces

- i. Garden sites for use in research sample – EDC suggest we could look at Croxton Garry permission
- ii. EDC recently completed resident survey that could be of use.
- iii. They will do another survey this year if DBC want to input to questions.
- iv. Ideally, EDC would like consistency with Gravesham's Plan requirements

Wheelchair housing Cat 4[3]

- i. Cat M4[2] need clarity in exceptions wording – if viability an issue, a full VA must be required

Custom/self build

- i. C 60 units custom build are in the Alkerden M'Plan, but some flexibility in it

3. DBC Plan content

General approach

- i. Building for a Healthy Life used at EGC- 'adopt'?

- ii. Consider OS protection in new Plan

EQ timescales 2021-26

- i. Castle Hill and Ebbsfleet Green will be done by the time DBC Plan goes through examination
- ii. Alkerden dev (EDC 20/0070) half done by 18 months.
- iii. Ashmere not in IF – Plan can add value. See June 2019 M'Plan.

4. Key Ebbsfleet developments in Dartford Borough

Ebbsfleet Central inc objectives

- i. Tarmac supposed to be talking to DBC on land west of E Central, are to EDC
- ii. Central should hit 30% OS even in current boundary.
- iii. EC Business Case approval is a key stage in the progress for EDC. This could happen before examination.
- iv. Would be good to know when permissions are expected to come in – Mark P will invite colleagues to next meeting to have a EC focus

Swanscombe Peninsula

- i. Peninsula objectives could include:
 - Long term vision
 - Quality inc good quality employment/ place making
 - Sust travel /;PROW upgrades

5. Any other Business

- i. Completions: EDC completions data closely tied to developer reported info. Jamie (DBC) has worked with Claire (EDC) to compare monitoring data.

28/09/2020

***Dartford Local Plan – EDC Cooperation:**

Progression Meetings: 28 Sept 2020 – Notes

ACTIONS:

- I. MP:** Provide note/sentence on Capital Programme
- II. MP:** EDC to provide more info on EC quantum at next meeting
- III. MP:** To share phasing information for EQ
- IV. JVI:** Once worked up, to share DBC's draft phasing for the 5yr HLS
- V. MA/MP:** Retail Study final comments to produce
- VI. MP:** To review amenity policy overview and provide any comments
- VII. MP:** To consider Ebbsfleet Chapter first draft-: structure/ key issues and omissions: for DBC by Friday 2 October
- VIII. MA:** To speak to Tania re CIL and further discussions to be held with the EDC re CIL Liability

1. Notes/ Actions- last meeting

- 1.1 Mark P will add in some information on the Capital Programme

2. DBC Local Plan – quick programme update

- 2.1 LHN consultation ends October 1. It is assumed that the Gov will take at least one month to review and adopt a new methodology. If Reg 19 consultation commences within three months of the gov adopting the new methodology then the Plan can continue at the current LHN figure which is 776.
- 2.2 This then alters the timetable – DBC plan to get to Reg 19 consultation for Feb 2021. Prior to this the Plan must be submitted to Council in Jan 2021. Reg 19 would last for six weeks. Additionally, any purdah periods eg in April run up to KCC elections, must be avoided so the timing will be closely monitored.
- 2.3 After Reg 19, under the LHN consultation proposals the Plan must be submitted for examination within 6 months (July/August 2021). This is deadline for further information. Hearings aren't expected until much later in the year going off current inspectorate trends.

3. EDC studies progress: Ebbsfleet Central masterplan

- 3.1 June 2020 procurement concluded, EC team is now in place – looking at cost, EIA, transport infra etc. and masterplanning. Initial masterplan expected in the

next month or so. Final draft masterplan expected by end of the year – to be used for consultation. Brief given to masterplan team is based on EIF. Submission of an application on the site mid-2021 (June). This may go through then before LP adoption.

3.2 If EDC go to board in Dec to take them through final draft for consultation it won't be a final sign off. Would be relatively close on quantum. By end of year EDC will aim to give us full current numbers and a diagram. Figure to illustrate from EDC would be useful – something showing slightly more detail on the station/central area than the previously supplied version.

3.3 Consultation – EC masterplan consultation may occur around the same time. Need to consider consultation fatigue – but Publication of the Local Plan is a formal period for representations on soundness for the benefit of the Inspector so particularly applicable for statutory consultees etc.

3.4 Housing numbers – we will have to make assumptions on housing numbers for EC before December. EDC gave masterplan team the working target of 2million sq f of employment and 3,000-3,5000 homes (inc Gravesham). Further info in the next few weeks. Construction won't start until 2026 – long build out due to LR and infrastructure and funding. Numbers will get more refined in the next coming months. DBC will only include delivery up to end of Plan period (currently expected until 2036) so will need to know phasing as it comes. At present 1st phase thought most likely to be at the station area (Carparks A and B), not Northfleet Rise.

3.5 EC business case will go into gov in summer 2021 and be concluded within 6 months for phase 1 approval – Dec 2021 (and outline permission). By October 2020 EDC can provide more updates. Demonstrating the mix of use balance is going to be key – EDC are working on this now. Will have to remain flexible but expected to retain significant non residential element within the mix eg employment.

4. DBC Plan evidence/ EDC input

a. 5 year Supply / summary of EQ permissions state of play

4.1 Ashmere Phase 1, 281 units, looking to get started next month – Countryside.

4.2 EG Phase 4 thought to be U/C

4.3 Pending applications at Alkerden haven't been withdrawn. Developer may be interested but it's unknown how much the applications will change

4.4 Alkerden market centre is expected to be submitted early 2021, includes some resi, school and commercial. They want the school to be completed by 2023 so it is expected that some resi could also be complete by then. Flats are expected due to nature of urban area

4.5 Alkerden South is progressing through pre-apps. Aim to submit before Christmas. Phase 1. 349 units.

b. Amenity spaces proposal

4.6 MA shared some content on this ahead of the meeting. MP to take away and come back with any comments. No particular concerns on open space policy: (eg >20% over 2ha etc). EDC believe this is a useful policy for Swanscombe.

c. Viability procurement

4.7 Viability assessment gone out to procurement, looking to appoint in October.

d. Retail/ leisure progress

4.8 Study from the consultants came through last week. EC classification needs attention – according to amount of floorspace, DBC think (largish) District Centre may fit. Alkerden is also proposed for (smaller) District Centre. EDC were going to look to control mix of E class uses at EC and Alkerden.

4.9 MP will look through study and consider

e. G&Ts state of play

4.10 DBC still working on issues. Will write to the EDC in due course.

5. DBC Plan content: EGC Chapter

5.1 MA shared an initial 'rough and ready' version of the chapter ahead of the meeting – mainly to show structure and open up discussion on policy content.

5.2 EDC welcome section on opportunities and constraints

5.3 EDC support inclusion of Swanscombe Town.

5.4 MP to look at the chapter as it currently is and provide feedback – particularly on how Ashmere and Alkerden are presented and how much detail is included.

6. London Resort

6.1 EDC are looking at two masterplan options 1. No road or 2. Road and decking. By DBC Reg 19 EDC won't have certainty on this.

6.2 DBC will write this part of the plan knowing should cover the LR getting approved or not. Inc. criteria based policy in case of no LR. Plan to be reviewed should it be approved and implemented.

6.3 EC Diagram could be included in Local Plan with no road, caveated that it is subject to change. LR DCO could come through quite close to Reg 19 commencement. EDC and DBC should keep conversation and collaboration open on this.

7. AOB

Waste Sites –three options are under consideration and put forward to EDC by KCC. EDC want to know more around how these three became shortlisted and test their assessments. Michael Jessop attending on Oct 12, MA to contact him beforehand.

Bean Triangle is entrance way to Ashmere and previous interest in purchasing it.

30/10/2020

***Note of Meeting EDC-DBC 30 October 2020**

In attendance: Mark Pullin (EDC), Mark Aplin (DBC), Stephen Dukes (DBC), Jamie Van Iersel (DBC), Andrea Wright (DBC)

N.B. Action points are highlighted.

1. Notes/ Actions – last meeting (28 Sept 2020)

None

2. DBC Local Plan – programme

Still a bit in limbo re timings, criticism of govt proposals has grown, wise to push ahead as quickly as possible,

DBC sent response on Planning Reform White Paper yesterday, following Cabinet approval.

Potential long lead in time to produce plan due to SA etc, looking to have a full draft Plan by December with minor scope for iterations early in 2021.

Mark A to let Mark P if timescales change and at what point we may go to consultation (advance notice)

Mark P happy to look at plan before finalising if he has time. Query about how Eastern Quarry depicted – when will this be addressed? Mark A picking up on how Swanscombe Peninsula, Ebbsfleet Central and Eastern Quarry should be addressed.

Eastern Quarry – limited flex re centres, open space, Fastrack link through middle, want buy in, policy protection for facilities which are built later (e.g. centres, open space etc), links to Ebbsfleet Design Guide, Craylands Gorge, major park. Possibly different for Castle Hill. Are there any specific requirements in terms of design, type of housing? Good to designate District Centre but likely that some want flex in terms of uses (e.g. health/wellbeing centre not necessarily GPs), should be something on hierarchy of spaces, spoke and hub etc.

Mark P to consider how Local Plan policy should address Eastern Quarry in light of flexes in permission.

3. EDC studies update

Sign off is slowing things down. Not started work on new studies of substantive nature. EDC have been doing some stuff on social value – skills, employment, community. Mark P can provide contact details of lead if wanted. Some environmental work. Has been work on stewardship – trust to be established on 1st April 2021, considering governance, branding, accommodation.

Public Realm strategy – issue of trees and lighting columns for KCC.

4. DBC Plan evidence/ EDC input

a. 5yr supply

Croxton and Garry – 236 is this the new number? (Subsequently confirmed by EDC). Existing notes were 'Outline approved but RM not yet approved'. However there is an approved RM is for part of the site, some conditions have been discharged. 55 completions might be too ambitious for 2021/22, likely to be some completions next year (half of this and then half into a 5th year).

Craylands Lane – ok

Eastern Quarry – 2a (PAP2) – **Mark P to double check number** (subsequently confirmed to be 138), EDC refer to this by another name.

Triangle – ok

Castle Hill GHJL – ok

Castle Hill I – **Mark P to double check number** (subsequently confirmed to be 68). Whole 68 expected within 5 years.

Centre – expected this financial year.

Alkerden 5 –been in, application due this financial year, land raising done, safe assumption,

Alkerden 3 –been in

Alkerden Market Centre –developer is considering a masterplan with multiple applications, food store first and residential later, 523no. dwellings will be different applications (2 for residential), probably late 2021 for residential application,

Alkerden South – planning application later this year. Same developer as Ebbsfleet Green but not dependent on when this development finishes. May push back a bit (e.g. a year).

Ashmere 1 – different product to Ashmere 2? keen to start construction this month.

Ashmere 2 – application delayed, now due to be submitted in Feb 2021. Fewer flats.

Ebbsfleet Green phases 2a and 3 – under construction. Info previously provided in M4(2) and M4(3) info. 2a will be complete by end of the year.

Ebbsfleet Green phase 2c – application on hold. 4 blocks all flats. Site is good to go.

Ebbsfleet Green phase 4 – started work. Numbers ok.

Presentation of numbers: developer feedback is that there was a dip but the market is strong, good signs of delivery. DBC usually ask developers about nos. on site.

Mark P to send developer contact details week beginning 02/11/20

b. Cat M4: EDC 2019/20 delivery

Previously asked for 100% but amounts were reduced through non-material amendments, question of conditions on planning permissions, compliance to be sign off through building control.

Ashmere was planned to deliver 90% of dwellings as M4(2).

M4(3) none secured in Eastern Quarry, some in Ebbsfleet Green. Medway requirement of 5% within the affordable housing element – Mark P prefers certainty in policy. Another option is for developers to provide a financial contribution instead to kit out an existing affordable property that DBC may own. Will be delivered on Ebbsfleet Central – all will be M4(2), a number for M4(3).

c. Viability

DBC have appointed Dixon Searle to do the viability assessment. The consultants will run a few baseline formats for typologies to consider whether the provision of 35% affordable housing is a problem in DBC, then there will be variations afterwards. Dixon Searle were, encouraged to contact EDC in relation to Ebbsfleet Central. Mark P happy to be linked to them when needed.

d. Transport

Recent meeting. Meetings with Highways England and KCC tend to be road based discussions, would be good to widen it to rail and buses.

e. Retail/leisure

Mark A is seeking views on the draft retail/commercial leisure report by consultants. Mark P has commented – including in relation to Ebbsfleet Central. Study reflects the reality of the situation. It includes limits of what can be provided within Ebbsfleet Garden City. EC is more of an urban hub, not a town with a high street.

f. G&Ts

Mark A and Andrea have meeting to discuss.

g. SFRA

Issues of sequential approach and infiltration SUDS. DBC pushing on site specific approach. Within Ebbsfleet Garden City there is not the level of opportunity for infiltration SUDS as could be thought. There is a lot of water being pumped around, including from Eastern Quarry which will continue to be needed.

Mark P queried whether the SFRA can consider sustainable water re-use.

Andrea to let Mark P know when meeting with consultants and EA is taking place.

5. DBC Plan content/ 6. Key Ebbsfleet developments in Dartford Borough

a. Ebbsfleet Central

Project Board meeting on Wed – Fastrack routing, biodiversity net gain, views to Blue Lake, connections to Northfleet – sign off on next stages to move forward on some principles. 164 dwellings in Northfleet Rise so take that off the total dwelling numbers in DBC.

EDC are working on scenarios without access road and with decked access road to London Resort.

Still the issue of another secondary school, need to look at whole spectrum of education but no outputs yet.

DBC have not had any formal discussions with Tarmac. There is the question of whether the Tarmac site is included in the London Resort statutory boundaries.

b. Eastern Quarry including flats houses mix

See sections 2 and 4 above.

c. Bean Triangle/ KCC waste

KCC Waste – resistance to way KCC has done the work, KCC had not contacted EDC about it.

d. Swanscombe Peninsula

Dartford Local Plan will set out a 'plan' if it London Resort does not happen, i.e. a criteria based policy.

7. Strategic infrastructure joint working

a. Social infrastructure

DBC are doing an update of the Infrastructure Delivery Plan. This involves talking to service providers and making recommendations to members. It is likely that there will be a need for a more fundamental revision to IDP as well. The Preferred Options consultation document included a diagram on infrastructure.

Cultural Development Fund money is being used to engage with communities to consider potential function of and design of community buildings.

b. Transport

Query on what is happening with the dualling of Thames Way and whether it is needed or not. This is one of discussion points for next EDC Project Board meeting.

c. Green Infrastructure

Work on Green Grid being undertaken. The EDC Green Corridors work is progressing – this is more to do with pedestrian/cycle routes than green corridors.

8. Any other Business

Amenity Space – **DBC sent draft policy to Mark P but this has changed significantly and Jamie will send the new version.** Question of whether to have design criteria or amounts of amenity space. EDC have sent the lockdown survey results to Cllr Hunnisett.

Playspace Provision – LAPs, LEAPS, etc – policies do not seem to reference these anymore.

Sustainable Technology Design and Construction – It would be good to include exemplars in the Local Plan but are there any plans for Ebbsfleet Central in this regard? **Mark P to investigate and let DBC know.**

26/11/2020

****Dartford Local Plan – EDC Cooperation:***

Progression Meetings: 26 November 2020

ACTIONS

- **Mark A** - share re Gravesham LP consultation with Mark P
- **Mark P** - look through chapter and then think about a diagram that articulates the plan, EQ considering Bean Triangle
- **Mark A/Jamie** – look to existing Swanscombe Peninsula diagram from EDC and determine areas of change scale and densities to be considered
- **Mark P (priority)** – Look over the EDC/Swanscombe Area Chapter in general and provide feedback, including
 - introduction of the EDC/Swanscombe Area Chapter and suggest any edits to ensure text focuses on planning related matters, also add any omissions
 - EC allocation
 - Provide figures in line with 4a-d within the next two weeks – **7 December**. Approximate or range is fine.
 - Consider naming of areas i.e. Ashmere v Western Cross
 - Update/edit the design section for Ashmere/Alkerden E4
- **DBC** – review site in shlaa
- **Mark A** – edit E5 2b to reference employment.
- **Jamie** – update trajectory based on feedback provided
- **Mark A** – take on board Mark Ps comments on retail and leisure study

Local Plan

1. Update on Dartford LP provided. Mark P requests to be kept up to date on consultation dates as things evolve. Likewise, Mark P will keep EDC updated on EC consultation, no dates of yet, expecting to be after January, likely to be February or March, but no specifics yet.
2. **Mark A** to share some contextual information to Mark P re Gravesham consultation. EDC Board is Dec 16th.

Ebbsfleet and Swanscombe Area Chapter

3. Chapter – the decision to portray the two areas together is for a place making/planning purpose as Swanscombe is in need of a strategy and some attention. The links between EDC area and Swanscombe will be addressed through this chapter.
4. Diagrams – consistency is needed. Mark P can provide copies of maps/diagrams from EIF if we want to use them. Consideration needs to be given to the diagram sufficiently addressing the policy and therefore the suitability of using existing diagrams. **Mark P** will look through chapter and then think about a diagram that articulates the plan. Bean Triangle, greenbelt and highways, needs to be shown. Annotation would be useful for further explanation. There won't be a Swanscombe Town diagram.

5. Some of the introductory chapters are somewhat too corporate in nature, **Mark P** to look through and suggest any edits to ensure text focuses on planning related matters, also add any omissions.
6. Local Centres (previously neighbourhood centre) - Key diagram will be the best way to show these, including those that are planned. Built ones only will be shown on the policies map.
 - Ashmere, Ebbsfleet Green and Castle Hill = local Centre
 - Alkerden, Ebbsfleet Central = district centres
7. EC Allocation – clarification around the tarmac site is needed. Site provides clear open space/linkage between EDC and Swanscombe town. **DBC** to go through shlaa again – and treat it independently from #1 EC.
8. **Mark P** to provide figures within the next two weeks – **7 December..** Use class E - may need to review the amount of retail space in light of the retail study/changes to use classes. Figures should relate to DBC area only.
9. **Mark P** will look at naming of areas to ensure consistency.
10. E5 – consider reference for river connection and clipper ambition or annotate the diagram.

Housing Trajectory

11. Residual Ashmere – **Jamie** to look at Erith parcel – this will be last. Density will be higher. Bottom between the two lakes.
12. EC – section around the station will be first this is parcel B. Order will be B. C. D. A. Housing numbers could be divvied up as per the outline. B and A would have less residential – more commercial. C will have the greatest number of residential, D will have only Residential, C might have school etc. district centre in B and C?
13. Phasing idea is to go straight from one parcel to another. Business case for the first phase is under way. EDC are not assuming any gaps in delivery and plan to delivery by 2036. Parcels will overlap in delivery.

Retail and Leisure

14. DBC meeting with Bluewater today. **Mark A** to take on board previous comments provided by Mark P.

Gypsy and Travellers

15. **DBC** to write to EDC regarding provision of pitches.

23/03/2021

*Please see the minutes listed under the Dartford Transport Modelling/
Study section for the same date.*

15/04/2021

***DBC and EDC Duty to Cooperate Meeting**

Attendance: Michael Jessop, Mark Aplin, Andrea Wright, Jamie van Iersel, Stephen Duke, Ruth Bryan, Mark Pullin

Actions:

1. **EDC to share hardcopy reps with MP**
2. **Dates for further discussion to be put in the diary, RB to get back to DBC Friday 16th or Monday 19th**

Notes:

1. Local Plan Reps

High level snapshot of representations received was shared with the EDC:

- Some developers have suggested minor amendments to EDC policies, Tarmac have promoted their EC site for mixed use and promoted two other sites for biodiversity offsetting.
- Swanscombe LLP want the Plan to be more positive about the Resort, they raised a risk that the Plan could be quickly out of date due to timelines of the DCO.
- Southern Water raise issues for Northfleet area and have some questions that will need a response. Phasing of development to meet infrastructure is requested
- KCC raise need for an additional 2FE primary school (in masterplan), they have raised a general need for SME but didn't target EC for this. Within Ebbsfleet they raised a need for 3FE secondary school – they were not specific about this being a new school. They raised the request for dedicated Fastrack routes.
- Port of London Authority request for riparian river safety measures with riverside development
- Gravesham suggest Plan needs to identify the full capacity of EC beyond the Plan Period. They raise concerns re SSSI. They would like further clarification around level of retail to be provided and role of District Centres. EQ should be an allocation. Joint masterplan should be carried out for Swanscombe Peninsula and the policy should outline this – GBC, DBC and EDC.
- EA commented on policy E2 EGC principles policy. They want more commitment to Ebbsfleet River restoration.
- CPRE references the SSSI at EC and request it has further weight and request that Swanscombe policy should safeguard views
- Kent Wildlife Trust reference SSSI and deems Swanscombe peninsula allocation not appropriate

2. SSSI

- EDC are holding meetings regarding the SSSI, they have commissioned an entomologist they will only look at EDC owned land at EC. That will feed into the response to NE which is due July 12th
- DBC have not yet determined their actions/ options in responding to the notification

3. EC

- Preferred option for EC is going to board next week
- No NE decision on SSSI expected until end of 2021
- Priority now is to move forward for areas (2 parcels) that aren't affected to eliminate uncertainty and ensure progress continues

- Consideration is going into EC if the SSSI does go ahead. This needs to be worked through with NE.
- Intention is to go ahead (quickly) with application for land East of the Railway Station – this has employment hub and is Phase 1.
- Part of the land to the west is not included in the SSSI notification
- EDC will begin working on masterplan scenarios after Board next week. Scenarios will be taken back to Board in May.
- Lower delivery doesn't impact DBC's 5 year housing supply but does limit delivery within the Plan Period
- EDC and DBC will have to have further discussions regarding housing and employment numbers at EC.

4. DLP Timelines

- The implications of this delay/ London Resort need to be considered – the DCO will be further along
- If DBC are going to Reg 19 again with a changed EC allocation – the revised allocation need consideration and DBC and EDC

04/06/2021

***DBC and EDC Duty to Cooperate Meeting**

4th June 2021, 13:30

Present: Mark Pullin, Mark Aplin, Andrea Wright, Jamie van Iersel

1. Timescales
 - DBC state it is looking likely that we will go to Reg 19 again. Officers are soon to meet with the members advisory group to confirm
 - If this is the case then the Reg 19 would take place from August – October. The Plan would then be submitted soon after.
2. Quick overview of EGC related& key Boro responses to last R19
 - Tarmac put their site forward for development
 - Concern over SSSI
3. Potential changes to Ebbsfleet chapter
 - Removal of EC diagram and insertion of a new red-line boundary allocation map instead. Red line boundary of EC will exclude SSSI
 - Insertion of a more strategic diagram at the beginning of the chapter to show the EGC as a whole
 - Concern/ attention is needed as to how the Plan shows how EC station east and carpark D and their interconnection, as well as Fastrack routes
 - EQ to be shown as an allocation then Bean Triangle to be included within the first EGC policy
 - Agreement that policy is to retain importance/encouragement for commercial floorspace at EC that could accommodate managerial jobs
 - Agreement that EQ policy could support C2 uses in the form of housing for the elderly. EDC support product. DBC to look into policy when revising, in addition to M8.
4. Other [non climate change] EDC comments/ possible plan updating
 - As above
5. Next R19 stage comments/ SoCG sign off etc
 - Agreement that SOCG work to progress and be signed ahead of submission in September-ish.
 - Mark P to confirm that SOCG will not need to go to Board
6. Housing supply/ information
 - EDC agrees to support DBC in collating evidence. Data held is to be re-reviewed after summer and it will be decided then if further information needs to be requested from applicants.
 - Ashmere app includes 25% AH

08/06/2021

***EDC and DBC Duty to Cooperate Meeting**

Climate Change elements of the Dartford Local Plan

8/6/2021

Present: Mark Pullin, Simon Harrison, Mark Aplin, Jamie van Iersel

- EDC would appreciate additional text in the climate change related policies of the Local Plan that would provide hooks for their Environmental Sustainability Strategy and the criteria they set for developers within the EDC. Where possible this could be inserted into policy M3, if not then within E1, E2 or E4. The priority elements are:
 - Passive design
 - Waste management plans – construction
 - Procurement plans – toxicity and embodied carbon of materials
 - maximising water credits within BREEAM, and health and wellbeing credits
 - Encouragement/ requirement to use building for life and building for nature tools
 - Encouragement/ requirement to use the Good Homes Alliance overeating tool
- EDC request that Policy M3 addresses both embodied carbon and operational carbon. Ideally the Local Plan would have a policy that requires applicants to model both the embodied and operational carbon of their scheme. The GLA have set similar policies within the London Plan
- Ebbsfleet Central is striving to be 'exemplar in energy generation and use' as set by the EDC's Env. Sust. Strategy. DBC and EDC agreed that this could be in policy E4
- Regarding types of technologies for reducing carbon the EDC do not have a preference and prefer the policy to be left open
- DBC agree to revise the relevant policies and share a draft with EDC

22/07/2021

Dartford Borough Council and Ebbsfleet Development Corporation

***Update on New Dartford Local Plan**

22 July 2021 (virtual meeting)

In attendance:

Mark Pullin (EDC)

Mark Aplin (DBC)

Andrea Wright (DBC)

1. Swanscombe Peninsula SSSI and London Resort

Natural England will consider the matter at its Board meeting on 10 November 2021. All outstanding objections will be published at that stage.

LRCH Ltd are required to produce all outstanding documents and have carried out engagement on them by 3 September 2021. DBC, EDC & KCC are submitting a joint letter to the examining authority on the London Resort raising several issues.

2. New Dartford Local Plan

DBC wish to continue to progress with the new Dartford Local Plan and are working towards a second Publication Local Plan under Regulation 19 (to take on board the notified Swanscombe Peninsula SSSI). This will be considered by Council on 26 July 2021 and will be subject to a 6 week period of consultation starting in September. The aim is to submit the Plan in November. The Ebbsfleet Chapter has been most significantly revised, and includes several suggestions made by the EDC and others.

The updated Local Plan shows an amended boundary for the Ebbsfleet Central strategic allocation which excludes the SSSI. There is a risk of an objection from Natural England (NE) if it were to be included within the site so a “less is more” approach has been taken at present; and discussions will continue between DBC, NE and EDC. The Plan recognises that the SSSI is an additional ‘challenge’ but that it does not undermine the delivery of objectives at Ebbsfleet Central. There is a new Diagram 10 which shows the overall context for Ebbsfleet Garden City, including Green Infrastructure/Green Grid requirements, including linkages between developments running through the SSSI.

EDC is supportive in principle of an updated Local Plan with a focus on Ebbsfleet.

EDC, as landowner, prefers flexibility of the previous wider allocation boundary. DBC are happy to talk to EDC as landowner separately to planning-based joint discussions.

Actions:

- DBC to send the weblink to the Council report and appendices on the new Dartford Local Plan
- DBC and EDC to hold a further meeting in September once the consultation on the second Publication Local Plan is underway

3. Statements of Common Ground

There will need to be further duty to cooperate discussions/ work towards statements of common ground with EDC as a planning authority, neighbouring authorities, agencies such as Natural England and KCC before the Plan is submitted. Gravesham Borough Council submitted a detailed response to the first Publication Local Plan.

DBC has prepared text for a potential points of agreement for inclusion in a statement of common ground with EDC planning authority and briefly ran through this. These largely relate to the policies specifically relating to Ebbsfleet Garden City. It was suggested that this could contain more information about duty to cooperate meetings, the presence of the DBC leader and planning portfolio holder on the EDC Board, the endorsement by DBC of the Ebbsfleet Implementation Framework etc.

Actions:

- DBC to send the potential points of agreement for inclusion in a statement of common ground for response from EDC
- DBC to share GBC's response on the first Publication Dartford Local Plan
- EDC to share legal advice on provisions for Ebbsfleet Central infrastructure delivery

4. AOB

DBC is amending the document "Habitats Regulations and Large Sites in Dartford Borough – Guidance for Developers" so that the mitigation tariff option can be applied to developments of fewer than 100 dwellings.

Action:

- DBC to send EDC the link to the updated document once it has been published

07/09/2021

***Local Plan Housing Trajectory EDC and DBC Teams Meeting**

2pm on 7th September 2021

Attendees:

Mark Pullin – EDC

Jamie van Iersel – DBC

Mark Aplin – DBC

Sites within the EGC boundary were reviewed.

Updates provided to DBC on progress at sites within Alkerden and Ashmere and suggestions made to alter the trajectory/phasing of some sites.

08/10/2021

Local Plan Progress Duty to Cooperate Teams Meeting Notes

1pm on 8th October 2021

Attendees:

Mark Pullin (MP) – EDC
Mark Aplin (MA) – DBC
Andrea Wright (AW) – DBC
Katie Gill – DBC (notes)

1. Local Plan Progress

a) Recap of Local Plan Timescales

MA explained that the Local Plan document is currently back out for re-consultation at Regulation 19 stage which ends on 27th October. We hope to submit to Pins in early December.

MP asked if we will be submitting as it is or with tweaks?

MA responded that what was published in September is what will be submitted. Further proposed amendments can be put forward later if necessary, but could be outlined as required in a Statement of Common Ground.

MP asked about timing of submitting the Statement of Common Ground.

MA replied that they will need to be completed ready to be submitted with the Plan and documents.

MP said they are happy for any remaining SSSI issues to be dealt with through the examination process. Natural England are responding to all objectors and correspond with them but the papers for the Board meeting won't be made public until around 5 days before the Board meeting (scheduled for 10th November). EDC will be presenting at that board meeting.

b) Revisions in the September 2021 Publication Plan

MA stated the Ebbsfleet content has been revised more than the rest of the Plan, in direct response to the SSSI notification and representations/discussions, including with the EDC.

AW said that some of the changes in response to EDC's comments may have been dealt with in different parts of the Plan. She has produced a document responding to the EDC's last Regulation 19 representations showing where the changes occur in the Plan and will share with the EDC after the meeting.

c) EDC Planning - Representations

MP explained that the EDC are already flagging up the Plan in decisions (with limited weight on it) and will respond back to the consultation on the deadline date.

A discussion took place on how EDC could respond to the consultation ie using multiple response forms for responses to different parts of the plan; and commenting on both strategic policies (e.g. S1 to S4, and the Ebbsfleet section) plus detailed DM suggestions.

MP stated some aspirations are more 'corporate' than planning policy requirements, and will consider what is appropriate.

2. Statement of Common Ground with EDC Planning – DBC

MA emphasised the need for an EDC distinction between its planning role, and its activities to deliver Ebbsfleet Central as landowner (including in making representations). The SoCG will be with EDC Planning, DBC expects.

MP asked if we expect EDC documents ie Framework to be scrutinised as part of the examination process.

MA responded they will be submitted, it depends on the individual Inspector, but it is unlikely to happen in detail.

MP asked when we think the examination will take place?

MA responded the earliest he thinks it could start early Spring 2022 onwards.

MP commented that they have lots of reserved matters applications in currently and in 4/5 months' time the housing numbers will change quite significantly, which is a positive future picture.

MP asked if the MoU (Memorandum of Understanding) between DBC and EDC needs to be reviewed.

MA replied he didn't think this was necessary at the current time.

MA mentioned about possible eventuality of having a three way Statement of Common Grounds e.g. with Natural England and EDC, although this will not be feasible before December.

MP responded that Natural England will be providing standard advice to landowners once the SSSI is approved. Then, over time this will be made planning advice. So it could be advantageous for us to both work on that with them going forward. It could be mentioned in the EDC – DBC Statement of Common Ground that both are open to doing a three way one in the future as necessary for the examination.

MP asked if DBC are planning to do Statement of Common Grounds with anyone else.

MA responded yes. In addition to Gravesham and Natural England, possibly technical one(s) with KCC may support examination.

This SOCG document is more or less there parties agreed, just waiting for EDC to finalise their response back on the Local Plan and then DBC can make some minor tweaks and look to agree after (27th October).

3. AOB

None

London Borough of Bexley

02/09/2020

***Dartford Duty to Cooperate (virtual meeting)**

2 September 2020

3.30pm

Attendance:

Mark Aplin, Andrea Wright, Clare Loops, Jennie Paterson

Draft Statement of Common Ground

Dartford's SoCG published SoCG back in January 2020 on Dartford's website and is fairly high level at the moment and could be updated and need sign off at a political level. Dartford have since done a consultation. Need to start drawing together our evidence, check what the key messages are and be clearer about areas that we agree on. Dartford's evidence will be made public shortly and we can be clearer.

Bexley will be publishing a draft DtC statement at Reg 19 and will flag that we are working with our partners and will summarise main strategic matters. Not detailed at this point. SoCG will be published at submission stage.

Bexley's updated timetable shows Reg 19 consultation expected end of November for 8 weeks as it goes over Christmas. We intend to submit in July 2021 following full council meeting. EiP in September/October and adopt at full Council March 2022.

Mark stated that housing supply was a key area of cross-boundary interest – do we have any updates on this? Clare – our reg 19 will reflect the intend to publish London Plan.

G&T pitches. We are following national methodology as the SoS has also directed the Mayor.

Clare then shared updated key diagram and list of sites and talked Dartford through the details including the allocated sites close to the border with Dartford.

Transport

Discussed changes to text including the 12 carriage trains. Mark highlighted that there was unlikely to be any solution in the short to medium term. Need to work together on it.

Mark asked how we were addressing C2E in our plan. Bexley does not intend to go into too much detail as it is not committed yet.

The relevant changes to Reg 19 and safeguarded land proposals were discussed.

Dartford raised the issue of roads and pressure from development on junction 1a of M25.. Clare – our discussion with Highways England will focus on these points.

Dartford has a working party on Junction 1A.

Infrastructure

DIF for Bexley Growth Strategy has been updated to focus on plan period for local plan. The update looked at first 15 years of growth strategy.

We understand Dartford's issues with cross boundary secondary school places. Overall those coming in and those going out seems to balance itself out.

With regards to health Dartford have worries over Darent Hospital. Bexley have set up talks with main health providers (NHS/CCG) although we are now part of a wider CCG – Bexley/Greenwich/Lewisham/Southwark. The catchment of a hospital goes beyond administrative boundaries. Discussed wider issue of health care provision being outside of planning.

Clare showed revised Green Infrastructure Policy that now includes the Green Belt reference.

Mark asked a question on Darent Industrial Estate – will this be retained. Clare explained that it is used intensively, and land is used efficiently. Downside is the access road which needs resolving but will be retained as strategic industrial land and GLA supports this.

Site Allocations

Those that Dartford commented on at Reg 18 have not been progressed to Reg 19.

Views

Policy changes were explained to Dartford including the removal of specific views from the policy text. Clare explained the work of View City and their 3D study on views. This piece of evidence will support local views and will be published at Reg 19 stage. Andrea mentioned they will look at evidence when it is available and that it is likely to be on green belt areas so shouldn't have too much impact on Dartford.

Summary

In summary the main issues are junction 1A and impact on health facilities.

Clare explained our consultation statement will be a summary of who has responded, what we have taken on board and are proposing to change.

General update from Dartford

Reg 19 plan will go to full council in Spring 2021 and publication in summer before school holidays.

Their housing figures have hugely increased. Dartford's strategy focuses on Dartford TC and Ebbsfleet.

Update on Bluewater: retail study was commissioned end of 2019. Will need to approach use class E. Not much quantitative need for retail growth if take account of commitments at Bluewater. Don't expect permissions to be fully implemented at Bluewater and need to think about its future role.

Ongoing work with G&T and meeting their own 5-year supply need. Not changing their approach from preferred options. Issue is all of the sites are in the Green Belt.

31/03/2021

***Dartford – Bexley Duty to Cooperate**

31 March 2021 (virtual meeting)

In attendance:

Mark Aplin (DBC)

Andrea Wright (DBC)

Clare Loops (Bexley)

Jennie Paterson (Bexley)

Dartford Local Plan Update

General

Regulation 19 consultation stage on the Dartford Local Plan is currently taking place. The closing date for representations is 9 April 2021. The original aim was to submit the plan in September 2021 but this may not be possible.

Bexley has not yet responded on the Pre-Submission Dartford Local Plan but would like to be guided on where DBC would find a response useful. The response could refer to strategic matters likely to be covered in a Statement of Common Ground.

Structure of the plan:

- 4 strategic policies S1-S4 – spatial strategy, infrastructure, climate change, development levels
- Area chapter on Dartford Central (includes 3 allocations)
- Area chapter on Ebbsfleet (includes 1 allocation and the approach to Swanscombe Peninsula – not assuming the London Resort will go ahead)
- Development management policies chapter

Housing

Policy S4 sets out the quantities of development and DBC are planning for 790dpa, a capacity based figure. This is slightly above the standard method figure which has dropped down to 750dpa.

Further details are contained in the Residential Requirement Report and the Five Year Deliverable Housing Land Supply. DBC current has a 5.63 year supply.

Dartford is still quite well placed for the long term supply of developable sites and would not be seeking help from Bexley to meet housing land supply.

The affordable housing policy target has increased to 35% from 30% apart from in Dartford Town Centre where 20% provision will be sought for viability reasons.

Gypsies and Travellers

The GTAA identified significant need and some planning permissions have since been granted. Policy M12 sets out the approach. There is a need for further site work but it has

stalled due to covid-19 restrictions. The plan includes allocations on two sites in the Green Belt and DBC is also liaising with the EDC on the potential for provision within Ebbsfleet Garden City.

Ebbsfleet Garden City

The NSIP application for the London Resort has been submitted and accepted. DBC has particular concerns regarding transport/ traffic impacts. Policy E6 in the Local Plan identifies potential for development on part of Swanscombe Peninsula, based on the brownfield land in the south. The Local Plan also proposes the designation of a large part of the Peninsula as Borough Open Space which is in accordance with Ebbsfleet Development Corporation's identification of the potential for an ecological park here. There is a commitment to review the Local Plan if the London Resort gets consent and starts construction or if government gives backing to a heavy rail outcome to the Crossrail extension to Ebbsfleet project.

Natural England have sent DBC official notification of a proposed SSSI covering Swanscombe Peninsula and Ebbsfleet Central. This is not recognised in Plan as the Plan finalised before the SSSI notification was received. It poses interesting questions for the Plan in respect of Ebbsfleet Central but will not impact on 5 year supply. Ebbsfleet Central is a strategic allocation (policy E4) which includes employment (offices, medical/education campus etc), integration with transport hub, lots of greenspace, high quality environment. EDC are doing masterplanning work at the moment for the land that they own but they do not own the City Park area. A planning application is expected later in 2021. DBC do not want it to become a dormitory area.

Much of the land is covered by car parks so it is a question of the justification for the SSSI. There is an outstanding planning permission for development at Ebbsfleet Central.

Employment

The Local Plan does not set out the level of employment growth in job terms as this is not a requirement of NPPF, and there is uncertainty. Work has been carried out and it is noted that DBC is already a net importer of labour. The policy focuses on the quality rather than quantify of jobs, the intensification of employment development in the identified employment areas, the extension of some of the employment areas, and the delivery of extant consents which are large in terms of committed floorspace. DBC are still granting permissions for large scale employment premises.

Retail/Leisure

The Local Plan places stronger emphasis on development delivery in Dartford Town Centre which includes 3 strategic allocations. DBC has published the retail study. This shows a qualitative case for more convenience provision. In terms of comparison retail, there is no overall net need for new floorspace in shorter term but there is likely to be a small amount of need in the longer term.

There is an extant permission for Bluewater. The policy on Bluewater has been tightened (policy M22) – it is regarded as being within the network of centres but there is a need for impact assessment and sequential testing in certain circumstances. It is unlikely that further retail will be built and the owners are considering a wider range of uses.

The Plan refers to the new use classes E, F etc and the retail study takes account of new Experian projections produced in late 2020 based on the new use classes. The consultant was Stephen Norris at Lambert Smith Hampton. The retail study includes modelling, growth areas, sensitivity testing, consideration of needs for commercial leisure uses etc.

Infrastructure

The plan includes a strategic policy on infrastructure – Policy S2. See also under the Bexley Local Plan Update below.

Bexley Local Plan Update

General

Bexley are looking to publish their Reg 19 plan for consultation at the end of May. There is a purdah period for the Mayoral elections until early May and Bexley aim to report to Cabinet immediately after the election. DBC have to do a Cabinet report setting out its response on the Reg 19 consultation. Bexley still aim to submit the plan in November 2021.

Housing

Bexley's housing requirement is from the London Plan (685dpa over 10 years) which is significantly lower than the standard method figure (c1,700dpa). In terms of the 5 year supply, some do not yet have planning permission.

Gypsies and Travellers

Using the Central Government PPTS definition rather than the London Plan definition, Bexley have a very small need of 0.5 pitches over the plan period.

Employment

Bexley should be able to meet its identified employment need (using the GLA jobs growth figure). Most jobs growth will be education, healthcare, within town centres and not necessarily on employment land. It was noted that employment is not necessarily directly related to the provision of employment land any more. Bexley do not need to ask DBC to take any of its employment growth.

Infrastructure

C2E – Both Bexley and Dartford will review their plans if it looks likely that the Crossrail extension will be delivered. There is the potential for Dartford railway station to be relocated which may or may not come forward through this project.

Junction 1A – Bexley and Dartford are in discussions about setting up a group to consider this. There is also an informal North Kent body led by Medway which discusses strategic transport issues.

Bexley hired consultants to model the impacts of additional growth from the developments in the Bexley Local Plan. TFL have already considered the transport impacts of growth arising from the London Plan. There has been close working with Highways England and the baseline assumption has been agreed. Transport work for Bexley and Dartford is being carried out by Gary Heard at Stantec. There is a topic paper outlining the work which has been done.

DBC stated that there is not likely to be a SOCG on Junction 1A for all partners before the Dartford Local Plan is published. There is a Memorandum of Understanding but Bexley is an observer rather than a participant. The Dartford Local Plan includes an Infrastructure Diagram. DBC is aware of Junction 1A and the plan strategy is based around modal shift. Dartford's transport study is not expected to flag up major new highway works which are not already on the agenda. Much development already have permission.

The Bexley Local Plan has a diagram which shows the safeguarded transport routes but not an infrastructure diagram. It also refers to working with Highways England and adjacent boroughs, and the issues around junction 1A.

Bexley's approach to education and health facilities is about making sure that there are policies to protect existing facilities and enabling new provision rather. The Bexley Local Plan does not identify any sites for health or education. Bexley can meet its needs through the expansion of schools. In terms of cross boundary implications, evidence suggests that movements between schools in Bexley and Dartford are roughly balanced.

Examination Preparation

Bexley have set up a session with PINS to receive guidance and advice. DBC have not set up an equivalent session but this may be useful. DBC are also considering whether a PAS session would be helpful.

Statement of Common Ground (SOCG)

Lewisham may ask if DBC may meet some of its housing need. DBC consider this should be done through the GLA.

The current Bexley-Dartford SOCG is more a list of issues which could form a basis for a SOCG. It was agreed that it is best to keep the SOCG simple, succinct and focussed on outputs. It was agreed that Bexley and Dartford would consider what should be included in the SOCG and meet again once the Bexley Reg 19 consultation has finished.

DBC produced a Duty to Cooperate Statement which contains a list of engagement carried out.

Bexley's Duty to Cooperate Statement will tackle cross boundary strategic matters, issues, outcomes of discussions etc.

24/06/2021

***Bexley Duty to Cooperate Virtual Meeting 9am on 24 June 2021**

Clare Loops (Bexley)
Jennie Paterson (Bexley)
Mark Aplin (DBC)
Andrea Wright (DBC)

Dartford Local Plan Update

DBC carried out a Reg 19 consultation which ended in April 2021. There were approx. 80 responses mostly from developers. They raised the issue of duty to co-operate and considered that DBC should be taking unmet need from neighbouring authorities.

During the consultation period, Natural England notified DBC of the Swanscombe Peninsula SSSI which is larger than anticipated and includes part of the Ebbsfleet Central allocation. Natural England therefore objected to the plan. DBC considered that it was too risky to go ahead so are amending the plan, in particular the Ebbsfleet Chapter. The revised plan will be considered by Council on 26 July and the plan will be subject to a further Reg 19 consultation starting in Aug/Sept. The aim is to submit in November and DBC will not need to get further member approval for this after 26 July unless unexpected issues arise. It is assumed that the plan will be adopted in late 2022.

DBC is focussed on making progress on the Plan, including as a result of the London Resort NSIP application. The applicants have asked for an extension and the preliminary meeting is due to take place in September.

The Lower Thames Crossing (LTC) proposal has an indirect rather than a direct impact on the Local Plan. The transport modelling considers the scenarios with and without the LTC. There have been extensive discussions with Highways England as to approach to transport modelling and accounting for permissions (even when it is known that this will not all current permissions will be implemented in their current form, e.g. Ebbsfleet Central).

Bexley Local Plan Update

Bexley Reg 19 consultation ends on 25 July 2021. Aiming to report to Council on 3 November and to submit on 19 November but this is dependent on representations Bexley receives.

Dartford are preparing a response on the Bexley Local Plan. This will be considered by Cabinet on 22 July. Main issue is likely to be in relation to potential impacts on junction 1A and in light of cooperation and joint working to resolve the issues through the steering group; and consideration of further Duty to Cooperate matters.

PINS Meetings

DBC had a PINS meeting on 22 June. It was with an experienced Inspector who had recent experience of an examination in Kent. Bexley also had a recent PINS meeting with an Inspector.

Housing Land Supply

Bexley has 5 year supply. The housing trajectory covers the plan period to 2038. London Plan housing figures go from 2019-2029 then boroughs are meant to roll forward small sites requirement and include SHLAA sites.

The standard method figure is not being directly used by local planning authorities in London due to the two tier system in which the London Plan sets targets for growth and jobs, housing, and waste facilities (but not retail). The standard method figure will have a bearing in future.

DBC currently has a five year housing land supply with the standard 10% buffer.

Duty to Cooperate and Statements of Common Ground

Duty to Cooperate is a big risk factor for plans outside London, last two plans in Kent have failed on this basis – Sevenoaks, Tonbridge and Malling. There is a need for SOCGs and meaningful outcomes to alleviate the risk. DBC has not yet had a clear/ positive response from the GLA in relation to discussion of strategic matters.

The principal movement-functional connections are largely east-west. Both DBC and Bexley are keen to have a SOCG. DBC is in a position to help other authorities (c40dpa). Any SOCG would need to be accurately worded, including in relation to issues of contingency, demonstrating a long term relationship, the fact that Bexley may not be able to be definitive on the future need to use housing in DBC etc.

DBC is not likely to be able to fully meet its needs for gypsies and travellers. Further work is being carried out and, as part of this process, DBC may need to ask Bexley in future if it can help. Bexley has limited capacity and can only just meet its requirements, i.e. through intensification of existing sites. It is not looking for any new sites.

In Bexley, SOCGs are normally signed by the deputy director but there may be other officer options and sometimes a Cabinet member also signs it if the other authority requests.

In terms of the SOCG, it was agreed that Bexley and Dartford should agree headline strategic topics fairly soon. It was agreed that the SOCG will need to be in place before submission.

Actions:

- **DBC to provide some SOCG wording suggestions in relation to housing asap**
- **Bexley to provide headline strategic topics for inclusion in the SOCG in July**
- **Bexley to let GLA know that they are discussing housing related options with DBC**

London Plan Review

The GLA is starting work on a review of the London Plan, e.g. industrial land study is being carried out and have fed information into it. Direction to commit to an early review in relation to green belt. Bexley will be part of the London wide green belt study and not looking to do their own one. Bexley has not heard about a new London SHLAA yet. Bexley is not involved in London wide study on gypsies and travellers.

28/09/2021

*Dartford BC and LB Bexley Duty to Cooperate Meeting

28 September 2021 12.00 – 13:00 (Teams meeting)

Attendance:

Seb Salom (Bexley)

Clare Loops (Bexley)

Jennie Paterson (Bexley)

Sonia Collins (Dartford)

Mark Aplin (Dartford)

Andrea Wright (Dartford)

Dartford Local Plan update

DBC is currently consulting on the re-publication of the Regulation 19 Draft Local Plan that ends on 27 October 2021.

Most changes from the previous version are to the Ebbsfleet chapter. As the document is new, rather than a list of changes, LBB should provide an updated consultation response.

Submission of the Plan is likely to be in early December 2021.

Bexley

LBB is planning to submit the Bexley Local Plan the week commencing 22 November 2021.

Duty to Cooperate and Statements of Common Ground

Housing – possibility of up to c.800 units over plan period from Dartford in excess of local housing need that could form a contribution towards housing delivery elsewhere.

DBC is preparing SOCGs with other authorities in Kent

The parties discussed their short and longer-term housing land supply positions.

It was noted that DBC and LBB examinations may be at similar times and will look at housing provision in detail.

Dartford's Draft Local Plan Policy S4 provides detail in supporting text with regards to the principle of contributing to unmet need. DBC expect to have about eight or so different SoCGs. Boroughs may need to attend each other's hearing sessions on this matter and the Inspector can take a view as to what type of arrangement/ modification might be needed.

Gravesham Council have not yet committed a firm date to publish their Local Plan. Sevenoaks DC have not confirmed if they are going back to Regulation 18 or 19 stage.

It was noted that DBC's SHMA showed a close housing market relationship with LBB but there is also evidence of housing market links with some other London Boroughs, including RB Greenwich and LB Lewisham. Also noted that LBB's local SHMA also showed a strong housing market relationship with DBC.

Actions

DBC Planning Policy Team

- LBB needs to share and update the Draft SoCG. LBB can start this work next week.
- A programme of regular meetings needs to be set up in calendars – fortnightly until both boroughs have submitted.
- Sign off needs to be confirmed – officer or Member level. Officer level is possible.
- DBC to set up next meeting.

10/11/2021

Dartford BC and LB Bexley Duty to Cooperate Meeting

10 November 2021 11.00 (Teams meeting)

Attendance:

Seb Salom (Bexley)

Clare Loops (Bexley)

Jennie Paterson (Bexley)

Sonia Collins (Dartford)

Mark Aplin (Dartford)

Andrea Wright (Dartford)

Meeting was held to discuss the latest version of the Statement of Common Ground (SOCG).

Housing Needs

- Bexley has received its updated SHMA report and has been updating the relevant sections of the SOCG using text from the SHMA and demographic evidence. Bexley's evidence states that the borough is part of the wider London HMA, even though it has closer links to DBC in terms of migration.
- Bexley and Dartford agree that addressing local housing needs specifically via the SOCG remains sensible and appropriate.
- Various further alternative phrases on precisely how to express the agreement (Dartford potentially assisting with longer term housing needs) were considered. Agreed Bexley and DBC to review detail wording and circulate latest iterations.

Gypsies and Travellers

- Bexley has updated its GTAA
- It is not considered that there are outstanding strategic cross-border issues in terms of gypsies and travellers and it was agreed that this matter did not need to be included in the SOCG.

Employment

- It was agreed that there are no cross-boundary issues relating to strategic employment matters and therefore this did not need to be included in the SOCG.
- There are differences between London and Kent given the approach of the Mayor/ London Plan.

Retail

- It was agreed that the SOCG should include text relating to Bluewater.
- Bexley's retail capacity study does not identify it as a major issue.

Transport

- Bexley will review the text in the SOCG and revise or add as necessary, and Dartford will consider if they have extra information to include. Key issue is local plan development growth modelling work on junction 1A of the M25. This strategic matter has also been identified as a cross-boundary issue by KCC and National Highways. Separate SOCG are being drawn up with these prescribed bodies.
- DBC setting up a Transport event on 26 November 2021; LBB to be invited.
- It was agreed to include text on Crossrail to Ebbsfleet. There is the commonality that neither of the two Local Plans are reliant on this transport enhancement project and both authorities will review their plans if it comes forward.

Infrastructure

- Bexley has included amended text in relation to infrastructure.

Green and Blue Infrastructure

- Bexley has added text relating to nature conservation designations that connect the two boroughs and referenced Bexley Draft Local Plan policies in relation to this.

Climate Change and Flood Risk

- It was agreed to remove this as, whilst it is a strategic matter nationally it does not raise specific cross-boundary issues. Crayford Marsh (in Bexley) and Dartford Marsh (in Dartford) are within the same TE2100 Plan policy unit with the River Darent and its tributary the River Cray passing through the area and these are defended from tidal flooding by the Dartford Barrier. The marshes form separate drainage systems and the TE2100 Plan notes that separate flood risk management schemes would be needed.

Timescale

- DBC need to have a signed SOCG before submitting the Local Plan and this can be referred to in the Duty to Cooperate Compliance Statement. There have been many comments in relation to the duty to cooperate, particularly from developers referring to meeting London's housing need.
- Bexley will publish SOCGs when they are drawn up (either in draft or signed form) as they become available. This may be before or after submission of the local plan for examination
- Agreed Bexley will send the latest draft of the SOCG to DBC asap and DBC will respond in week beginning 15 November 2021 – Bexley and DBC to action.

	<ul style="list-style-type: none"> • Infrastructure: Infrastructure Delivery Plan has been updated. • Strategic Flood Risk Assessment: DBC will be commissioning a new SFRA, focussing on Dartford Town Centre. • Other Evidence to be commissioned: This is referred to in the Local Plan consultation document and includes viability. 	MA AW
2a	Gravesham Local Plan	
	<ul style="list-style-type: none"> • Delayed by 6-8 weeks for Cabinet, awaiting Highways England consultation on the Lower Thames Crossing (begins 29 Jan 2020) and the evidence. • Do not have a 5 year housing land supply. Standard methodology requires 508 dwellings per annum but the needs will increase and there will be new figures once the affordability ratio figures are published in February. • GBC noted a requirement for DBC to take into account neighbouring authorities unmet need and that as GBC progresses through its plan making stages further information will be provided to DBC <ul style="list-style-type: none"> ○ DBC referred to previous correspondence on this (latterly arising from GBC's last plan consultation), GBC's urban capacity, and particularly the longstanding request to discuss with GBC matters such as the functional rationale (logic) of planning housing for people moving from GBC to DBC, infrastructure first/ funding for accommodating developments in DBC, risks and implications for DM e.g. if tipping DBC towards no five year supply. ○ DBC again encouraged GBC to address i.e. in responding to the current plan consultation. ○ GBC would want further information about DBC's land supply –following further masterplanning work needed for Dartford town centre. DBC noted that whilst much housing supply information has been published, significant uncertainty over a few key long-term sites, notably at Ebbsfleet, means a reliable full trajectory cannot yet be projected. • GBC Plan will be a partial review but will show the need to 2036 – this aligns with Medway and Dartford Local Plans. 	SG/ GB
2b	Gravesham Local Plan Evidence	
	<ul style="list-style-type: none"> • Transport: LTAM cordoned model being used by PBA to do some high level baseline work on key issues but as it has not been validated at the local road network level Highway's England and KCC do not consider that it is helpful for considering the local road network, therefore GBC are going to tie in with KCC's model for the second stage which may be available in the summer or later. <ul style="list-style-type: none"> ○ GBC advised that DBC should request GBC's land supply to inform transport modelling being undertaken for DBC's transport study. ○ DBC note GBC timescales may not align with inputting to DBC transport study work • Green Belt: Evidence being finalised. • SLAA: Will be updated and available for the consultation, will include consideration of employment areas. 	

	<ul style="list-style-type: none"> • Development Capacity Study: Will be commissioned by the end of the financial year, post SLAA. • Employment: Identifying what additional evidence is required. • Retail: Not planning to commission further work in this area as the retail modelling can be updated in-house if needed. • Infrastructure: Infrastructure Delivery Schedule is as published in the adopted Core Strategy 2014. 	
3	Statements of Common Ground	
	<ul style="list-style-type: none"> • Elmbridge have contacted both Dartford and Gravesham asking for offers to take housing need. • Possible need for SOCGs with KCC on infrastructure. No examples of KCC having done this for other Local Plans on a generic basis. Neither GBC nor DBC have had discussions with KCC on this. • Draft DBC/GBC/EDC SOCG is intended to show we have entered into meaningful discussions and need to show progress. • DBC provided a draft SOCG to GBC. GBC have recently responded with a significant number of additions/ changes. DBC to respond. • Discussion on EDC's involvement. Government seek one (or limited number of) agreement(s). GBC felt that due to the issues which need to be addressed between DBC and GBC in a SOCG, DBC may find it preferable to agree a SOCG with EDC. 	MA/ AW
4	Any other business	
	<ul style="list-style-type: none"> • Parties to consider three way discussions with EDC. • GBC updated on developments in the area: Heritage Quarter East planning application due Feb 2020, potential development of Police Station site, Lord Street car park and Clifton Slipways. Work on Coldharbour Road site has started. 	MA/ SG

30/06/2020

***Duty to Cooperate Meeting with GBC and SDC on 30/06/2020 – DBC Meeting Notes**

Local Plan Updates

GBC – Consultation second stage Reg 18 autumn 2020, GB work, transport high level work, housing needs work, considering implications of Covid, PAS meeting with LPAs yesterday – nothing settled in next 6-12 months, government want plans adopted asap but recognise Covid impact, update previous evidence base – high level, refine options from 2018, focus on urban regeneration but need to look at GB if neighbouring authorities can meet some of their need

SDC – updating employment and retail work, covid impacts, dated evidence, major employers could pull out of local areas, claim for JR can be heard on all 5 grounds, hope for hearing relatively soon, need to consider whether to update some of the evidence base, being quite watched, 3 MPs have supported SDC's position/Local Plan, submitted a complaint to PINS about the process as only notified of DTC issues quite late in the process, awaiting response, SCI addendum on website to make it covid compliant, their reception opened on Monday, until know what happens with JR then they cannot prepare much

DBC – Concluded Reg 18 Preferred options and public consultation events just before Covid. Support for strategic options set out. Moving towards Planned Reg 19, Reg 18 responses require close consideration of development needs/ uncertainties, duty to cooperate, infrastructure provision details; and further evidence commissioning.

Regional/County issues

Some screening opinions and pre-app in relation to London Resort, DCO by end of year, not sharing all information but DBC will input as best we can, unfortunate timing on how LRCH are handling this

LTC – another consultation will be coming out soon, DCO to be submitted by autumn, only get info when ready to give it, don't share otherwise, SDC leader has been approached for a discussion, regular meetings with Thurrock, GBC 2-3 meetings and commitment to keep in touch with senior members and officers,

KPPF – biodiversity net gain and joint approach, consistency is beneficial

Kent Waste – SDC Minerals site, KCC are doing a search for new waste site in DBC/GBC, DBC Local Plan reps, favour Pepperhill in GBC, GBC: they cannot justify S106 contributions for this purpose as evidence is lacking

London Plan – another regional meeting set up for that now, GLA need to focus on delivery this time round rather than going through the motions,

Statements of Common Ground

SDC have these signed with both of us, probably need to be updated but not at this stage, do we need to take this to member level and have them in them in the meetings? DBC

needs to be specific before involving senior members, one with DBC may need to be updated to reflect updated evidence,

GBC SOCG need Senior Director and Senior Member to sign off, need to discuss with us and Medway in due course

DBC to progress discussions with authorities. Aim of updated and new SOCGs, some delegation scope for officer sign off but to be considered further.

Housing Need

SDC – 707, some unmet need, always looking for sources of new housing, updated SHELAA, without plan they significantly don't have a 5 year housing land supply, HDT 71%, produce an action plan, presumption in favour of sustainable development is in play as don't have 5 year housing land supply but not significant impact given GB and AONB (96% of SDC), action plan due by August, sharing best practice across Kent, watching what the government does with HDT, govt extending planning permissions, C2 units can now be included in housing supply, need for housing still does not appear to be the overriding matter in appeal decisions

GBC – Kent leaders are considering writing to Jenrick in terms of the rules and covid, produced an action plan from last year and do one this year, 20% buffer, last year assumptions based on strong economy, have developers making progress on planning permissions but not taking through to starting construction or are taking this on at a very slow pace, EDC not forecasting growth in their area, cannot meet all land supply in urban area, presumption impacts on AONB and GB same as SDC, 2018 based household projections are now available (these are lower).

DBC – Currently have a five year supply / HDT passed. Expected overall to cover housing need with developable supply in the new Plan; recent consultation proposed the option going above the local housing need (was calculated 797) - within limited levels – where consistent with objectives and brownfield land. Further discussion, consideration and calculation to occur.

09/02/2021

Dartford – Gravesham – Medway Duty to Cooperate

9 February 2021 (virtual meeting)

In attendance:

Mark Aplin (DBC)

Andrea Wright (DBC)

Geoff Baker (GBC)

Sian Morley (GBC)

Catherine Smith (Medway)

Prem Velayutham (Medway)

1. Dartford Local Plan Update

General

Regulation 19 consultation stage on the Dartford Local Plan is due to take place in February - a few weeks.

Structure of the plan:

- 4 strategic policies – spatial strategy, infrastructure, climate change, development levels
- Area chapters on Dartford Central and Ebbsfleet
- Development management policies
- Appendix A relates old policies to new policies.

A lot of continuity from Core Strategy. One big difference is to try to focus further on delivery at Dartford Town Centre and Ebbsfleet.

Housing

Policy S4 sets out a requirement for 790dpa. This is slightly above local housing need so there is scope for duty to co-operate discussions in the next couple of months. It is a capacity based figure but, in Dartford, the 5 year supply and buffer (10% rather than previous 5%) are becoming more difficult to achieve after the previous healthy position. DBC is getting mixed messages about housing delivery on the ground currently, but housing delivery has reduced significantly (last completed year).

In terms of affordable housing, the aim is for 35% provision except in Dartford Town Centre. DBC has sometimes but not always achieved the current requirement of 30%.

Gypsies and Travellers

DBC Planning Policy Team

The GTAA identified significant need and some planning permissions have since been granted. Policy M12 sets out the approach. There is a need for further site work but it has stalled due to covid-19 restrictions. The plan includes allocations on two sites in the Green Belt and DBC is also liaising with the EDC on the potential for provision within Ebbsfleet Garden City.

Ebbsfleet

There is an area chapter relating to Ebbsfleet, accompanied by diagrams. The policy approach includes the allocation of Ebbsfleet Central as a flagship development. The current permission is due to expire in 2022. DBC is seeking a genuine mixed use development, business floorspace, community uses, parkland/green garden city, focussing on its importance as a transport hub including a new Fastrack link to Eastern Quarry and Bluewater. In terms of the latter, the tunnel is still in the design process so construction has not yet started yet but it is expected that funding will be available in the next financial year and the link will be completed in around 18 months.

The developments at Castle Hill and Ebbsfleet Green are largely progressed. The next neighbourhood will be at Alkerden which will contain the largest centre. This will be followed by Ashmere. Policy E5 sets out the approach for south and west Ebbsfleet.

London Resort

The road link to the proposed London Resort would have potential impacts on Ebbsfleet Central. The DCO application has been submitted to and accepted by PINS. The Local Plan sets out a policy in the event that the resort does not proceed – either because it does not receive permission or it receives permission but development does not commence. The Land North of Swanscombe Town policy focusses on the development of the brownfield land and avoids the most environmentally sensitive areas.

If London Resort comes forward, the Local Plan position would have to be reviewed. Transport would be a major issue, particularly what happens on the North Kent line.

Dartford Town Centre

Dartford Town Centre is a focus in the plan. It includes the following three allocations:

- Westgate – the site has planning permission subject to a S106 agreement, includes a cinema
- Lowfield Street – a residential led development which forms the southern gateway to the town centre
- Priory Shopping Centre – seek to retain the key retail anchors and improve the legibility of the town.

There are also other areas of potential for change in the longer term. The plan includes a policy for the area around the railway station which is not available at present but sets a framework for potential future growth. There are some issues of uncertainty, including the possible future relocation of Dartford railway station.

Bluewater

The new retail study will be published. The plan includes tweaks to the Bluewater policy which includes the requirement for impact testing using the national threshold and sequential testing for indoor leisure uses.

Infrastructure

Policies S2 and the transport development management policies are relevant. The Infrastructure Delivery Plan highlights the issues of education and health provision including in Ebbsfleet Garden City.

There will be a secondary school with conjoined primary school and a further primary school too. Secondary school provision within Ebbsfleet Garden City may also assist with any issues outside the Borough. There are also proposals for school extensions elsewhere in the Borough.

DBC is waiting for the final masterplan for Ebbsfleet Central. It is likely to include a health and innovation centre. It is also expected in the Plan that a GP practice will be provided at Eastern Quarry (Alkerden). The CCG is pushing for a new health centre at Greenhithe. They are keen for a health centre at Ebbsfleet Central with satellite centres elsewhere in Ebbsfleet Garden City. There is an issue with implementation of health facilities.

Employment

Policy S1 identifies growth locations. DBC are looking to grow some existing employment areas at The Bridge and Crossways – see policies M19 and M21 – using a capacity based approach. The Local Plan does not include a tight relationship between employment and residential growth but it is considered that there will be ample jobs growth as well as residential growth given the pipeline of employment permissions. B class provision is not so accurate of job levels as a whole these days due to service sector growth. A topic paper will be available on this matter.

2. Gravesham Local Plan Update

Stage 2 Regulation 18 consultation has been completed. GBC is currently inputting and processing the comments received which is taking some time. The aim is for an interim report to be considered by members at the end of February. The Local Plan is having to look at Green Belt release as housing needs cannot be met in the urban area. No major sites have come forward in addition to what GBC already know about so having to consider the Green Belt and other alternatives, including discussions with neighbouring authorities about taking unmet need.

GBC are commissioning an update on housing needs. The current policy is to improve employment based on low base. Transport is a major issue given the uncertainty surrounding the Lower Thames Crossing. The proposed London Resort to the west also creates uncertainty. There are cross boundary issues in relation to Swanscombe Peninsula and Ebbsfleet Central. GBC has not carried out an update of the SFRA. There is an FRA for London Resort which includes Ebbsfleet Valley.

The G&Ts needs study has not been updated as the needs study as cannot get out and interview people at the moment which is an issue.

GBC are about to commission a Green and Blue Infrastructure Study. This will include a delivery framework for biodiversity net gain. It is unlikely to go beyond 10% as there is not the evidence to justify it.

It is not considered to be worthwhile to update the retail study at present.

GBC have not carried out the urban capacity work previously anticipated as this was overtaken by Crossrail work. Looking at opportunities in the longer term in the wider Canal Basin area and Town Centre.

There is a lack of a 5 year housing land supply and a need for housing delivery in the short term. High density development around Gravesend town centre will be flats but this does not meet the need for family housing. There are also needs within the rural area for downsizing and affordable housing.

3. Medway Local Plan update

Medway are completing their evidence base to support the forthcoming Reg 19 plan consultation in the summer. The key piece of evidence is the transport assessment which is complicated by the proposals for the Lower Thames Crossing. There was a successful bid for HIF to support growth on the Hoo Peninsula and Medway are producing a development framework document to support a strategic allocation in that area. The plan approach will be a balance between urban regeneration and meeting wider needs/ rural area investment. The current plan is out of date so Medway is subject to the Housing Delivery Test and is receiving many appeals.

Medway commissioned work on housing and employment needs jointly with GBC. IDP work is ongoing, particularly with the CCG in relation to the provision of health facilities.

Medway have an ambitious growth strategy but are still struggling with capacity, justification etc, which is challenging. There is a need to grapple with wider cross boundary issues, particularly given the constraints in west Kent and in light of the outcomes of the SDC and TMBC Local Plan examinations.

4. Statements of Common Ground

DBC recognise that there is work to be done on new and updated SOCGs so that they are meaningful and DBC are open to discussions on this. DBC have just entered a new round of discussions with LPAs. Meetings are being arranged with Bexley and Thurrock but it is recognised that they do not necessarily have the same approach and there is a different risk.

There is a draft unpublished SOCG for GBC-DBC. DBC would like to update this and discuss how to improve it.

There is a signed SDC-DBC SOCG which needs further discussion. Functionally, DBC does not have the same relationship with SDC given the radial connections to London.

DBC's residential needs assessment identified strong links with Bexley (in particular) and Gravesham. This is an important point for further discussions.

Medway indicated that they would welcome a SOCG with DBC, particularly regarding transport and access to employment. There is a need to ensure that all authorities understand the wider growth patterns; constraints, the cumulative impacts and how they are going to be addressed. . Part of the HIF programme links with the North Kent Line. In

addition, Bluewater is a regional attractor. There is a need to find a SOCG structure that fits with the growth patterns and constraints, including consideration of cumulative impacts. This includes discussions to understand the connections in a meaningful way, possibly involving members and/or chief planning officers. There is a question of how to include members at a more strategic level, e.g. Kent Leaders' Group.

Actions: DBC to raise with Bexley and Sevenoaks, MA to raise with DBC Head of Planning, consider a SoCG with Medway and progress SoCG with GBC

GBC agree that transport is one of the key issues. There are different models with different inputs. It was agreed that if all models are validated by Highways England then that would provide some consistency.

There is also the issue of the function of the Green Belt. It is simpler to consider if there is a strategic, overall strategy as there is in London.

Medway referred to the Strategic Planning and Development Group, which does not have fixed terms of reference. It was considered that a further meeting of the Group could discuss how to address duty to co-operate and SOCGs, given the stages that the various plans have reached. The group could be expanded to include Sevenoaks and other affected authorities. It could be possible to collaborate on a discussion paper for the SPDG to consider. Mark to discuss with Sonia.

Actions: CS to source meeting dates for the SPDG, MA to raise with DBC Head of Planning.

23/03/2021

*Please see the minutes listed under the Dartford Transport Modelling/
Study section for the same date.*

10/08/2021

DBC-GBC Duty to Cooperate Notes of Meetings

Meeting on 10/08/2021

In attendance:

Shazad Ghani (GBC)

Geoff Baker (GBC)

Mark Aplin (DBC)

Andrea Wright (DBC)

- DBC had sent GBC potential points of agreement and disagreement for possible inclusion in a SOCG on 29/07/2021 (in parallel DBC had supplied written responses to GBC comments on the February 2021 Reg19 Dartford Local Plan).
- The purpose of the meeting was to discuss these points of SoCG agreement/ disagreement (and confirm latest Plan positions)
- GBC had not yet had the opportunity to give full consideration to them
- DBC Plan: Following GAC in July, DBC will republish (second R19) in September, need to submit in Autumn
- GBC Plan: Delay, including due to KCC transport model delay, R19 anticipated early 2022.

SoCG:

- DBC considered that some longstanding matters/ objections would be more appropriate to pursue for GBC to pursue through their responses on the Dartford Local Plan and the examination process
- GBC suggested some minor changes to a number of the points
- In addition, GBC considered that there would be a need for more substantive amendments to the following points:
 - Green Belt: point of agreement should be amended such that it accepts the importance of the Green Belt in policy terms and states that any release will be subject to national policy tests.
 - Crossrail: point of agreement should refer to safeguarding land for the future and the relevant policy in the Dartford Local Plan instead
 - Fastrack: point of agreement should also refer to public transport, walking and cycling
- GBC suggested additional points of agreement could be included in relation to climate change and flood risk, green infrastructure and local community services
- GBC considered that an additional point of disagreement may be needed in relation to housing and employment supply/air quality
- GBC also considered that Dartford's transport modelling and its relationship with the Lower Thames Crossing (LTC) should be addressed. DBC confirmed that the modelling work considered the with and without LTC scenarios and the new Local Plan is not considered to be predicated on the LTC.

- It was agreed that GBC would provide comments on the potential points of agreement/ disagreement by 24/08/2021 including the text for a potential additional point of disagreement on housing and employment supply/air quality
- It was agreed that DBC would take on board the comments made at the meeting and GBC's written comments on the points of agreement/ disagreement and draft a SOCG in advance of the next meeting on 31/08/2021.

31/08/2021

DBC-GBC Duty to Cooperate Notes of Meetings

Meeting on 31/08/2021

In attendance:

Shazad Ghani (GBC)

Geoff Baker (GBC)

Mark Aplin (DBC)

Andrea Wright (DBC)

- DBC had sent GBC a draft SOCG on 27/08/2021
- GBC provided written comments on the potential points of agreement/ disagreement on 31/08/2021 but these had already been superseded by the draft SOCG
- GBC had not had the chance to consider the draft SOCG in detail, and DBC briefly went through it. Both parties content with the general structure.
- Both noted it may be more appropriate for GBC to pursue some objections/ matters through responses to the Local Plan and the examination process, rather than have all listed as disagreements via the SOCG
- It was agreed that officers would agree the wording of a SOCG before seeking member sign off and that the signed SOCG should be in place by end October 2021
- It was agreed that GBC will provide written comments on the draft SOCG by 24/09/2021.
- It was agreed that the SOCG will be discussed at the next meeting on 01/10/2021

01/10/2021

Dartford BC – Gravesham BC Statement of Common Ground Meeting

1.10.21 via MS Teams

Present: Shazad Ghani, Geoff Baker – GBC, Mark Aplin, Andrea Wright - DBC

Preliminaries:

- It was agreed DBC would draft meeting minutes and audio recording not necessary for this, GBC to do some future minutes.
- GBC Lead officer (S. Ghani) informed the meeting he'd need to leave 10:45.

Progress:

- DBC felt that a positive approach would be reflected by focusing on potential areas of agreement. DBC noted areas of disagreement are proposed but are aware that when they are included over many possible aspects of non-agreement this may not lead to an effective and focussed Statement of Common Ground. DBC highlighted that GBC have the channel to expand on their own perspective in full in the current Regulation 19 representations period.
- Since the last meeting, for which DBC produced a draft SOCG reflecting previous discussions, GBC had put forward a range of changes. DBC had reviewed these and accepted/commented on GBC changes on a document - which was agreed to be the focus of the meeting. DBC needed to continue further work on this.
- DBC considered there had been progress towards a substantive SoCG, however felt there had been some examples of two steps forward and one step back with some text proposals not reflecting discussion eg areas of agreement removed, new proposed disagreements added; therefore some proposals require further review to consider their necessity and to express agreement and the position appropriately. This can maintain progress.
- Several changes to introductory sections are agreed by both and included. The main sections of the SoCG were then discussed:

Pattern of Development:

- Agreed to include GBC further text on SE Plan, and also to re-include some of the text DBC had proposed but GBC had then removed
- The text on Green Belt was discussed. The agreement needs to be refined to be worded appropriately. The text on positions on potential Green Belt release in GBC is to be amended. It was suggested that if the 2014 Gravesham Core Strategy Inspector's Report is a key part of GBC's point in the SoCG then this could usefully be included as part of the context here. It was noted that GBC have produced Regulation 18 SHLAA and urban sites proposed capacities, and that number of dwellings resulting from new sites from potential GBC Green Belt release was not yet known.
- The wording included around the PCPA needs review/moving to give an accurate reflection of the position.

Housing:

- DBC to update paragraph on their 5 year deliverable supply.

- Inclusion of content from the evidence base of both councils was discussed. It was agreed to include GBC's summary of its evidence, and to reintroduce DBC recent evidence. New GBC evidence is due to be available in 3 or 4 weeks.
- Negotiations by the parties with other authorities are relevant.
- DBC to update the point in relation to GBC's request for DBC to take its unmet housing need, reflecting latest information from its Duty to Cooperate discussions with other planning authorities, and - hopefully - further information requested from GBC (including in relation to whether another authority has agreed to meet GBC's needs).

GTs:

- Potential wording of agreement to be reviewed.
- The text needs to reflect the current position based on evidence and work taking place and not make assumptions about what may happen in the future.

Employment:

- There was consensus for the potential an agreement on the importance of employment at Ebbsfleet Central. DBC to draft for consideration.
- DBC feel the changes to the agreement do not reflect the Dartford and Gravesham economic development employment performance situation and it may be better dealt with through representations of the Dartford Local Plan.
- GBC have added its views on evidence through a point of disagreement. If included in the SoCG (as opposed to plan R19 representations), DBC will need to balance this with its position.

Retail:

- A number of points of disagreement have been added, which will need to be reviewed by DBC.

EGC:

- It was agreed that a point of agreement in relation to the potential suitability, value and importance of Ebbsfleet Central to both Boroughs should be featured as originally proposed. The now proposed revised point on its own is very bland.
- DBC to review the relevant section context that had been included but wholly removed, to remove specific parts not supported by GBC specifically in relation to the EIF.
- The point of disagreement proposed by GBC on London Resort can be reworked to focus on the statement at the end about the agreed handling of the Resort in the DBC Local Plan, given that the Plan is not assuming that the London Resort will take place.

Transport:

- DBC to update text on its evidence.
- Lower Thames Crossing: the text reflects the position but DBC questioned if it is appropriate to include text given that it is not a Local Plan proposal or DBC-GBC cross boundary.

Air Quality:

- GBC have proposed a specific matter on this: are to propose text for DBC to consider.

Infrastructure:

- Hospital/ Green Belt point of disagreement introduced by GBC, needs to be revised. Not all disagreement – some is context.
- Potential agreement on importance of hospital.

Next steps:

- DBC to review latest draft and provide amended SOCG to GBC by 8 October 2021
- GBC to provide Air Quality text by 11 October 2021
- GBC to review in tracked changes the resulting document
- DBC proposed next meeting to be between senior officers to agree the final wording of the SOCG before getting political sign off. This would be Sonia for DBC and Shazad/Wendy for GBC.

Meeting concluded 10:45.

18/11/2021

Dartford BC – Gravesham BC Statement of Common Ground Meeting

18.11.21 via MS Teams

Present:

- Shazad Ghani, Geoff Baker – GBC,
- Sonia Collins, Mark Aplin - DBC

Preliminaries:

- It was agreed DBC would draft and circulate meeting notes.

Progress/ Action:

- Following further dialogue and editing by both parties since the last meeting, it was agreed the SOCG could move towards sign off.
- This is subject to two final changes GBC requested, and DBC agreed in principle, on:
 - Employment: GBC to send text, to then be inserted by DBC.
 - Retail: GBC highlighted the session with the retail consultant was during study preparation, DBC agreed to insert wording.
- Agreed: DBC to sign and send final version (amended with these two changes), by 22.11.21.
- Agreed: GBC to sign this and return by 26.11.21.

ENDS.

Sevenoaks District Council

12/02/2020

Dartford – Sevenoaks Duty to Cooperate

Meeting 12.2.20 @ SDC

Attendees:

- SDC: James Gleave, Hannah Gooden & Helen French
- DBC: Mark Aplin

1. *Dartford Preferred Options consultation*

- Dartford's Local Plan Preferred Options (R18) consultation ongoing. Not a full draft plan, although has full vision and objectives. Chapter 4 has 6 strategic preferred options plus alternative approaches. Chapter 5 has a topic-based narrative indicating the proposed 'direction of travel'.
- SDC attended DBC's multi authority briefing on the consultation and workshop on Cooperation – found group discussion of interest.
- DBC Plan proposes a strong and clearer emphasis on twin priority centres of Dartford Town Centre and Ebbsfleet.
- Have 5 year supply but uncertainty over long-term future housing supply given further work required on town centre masterplanning, and in discussion with EDC following their acquisition of Ebbsfleet Central. But apparent from SHLAA etc Green Belt (57% of Borough) release unnecessary for housing.
- Significant infrastructure planning throughout the document – one of the highest growth locations in the country but absolute failure of CCG to deliver new primary health facilities for growth or replacement provision. DIF study may be undertaken as part of C2E work.
- PBA leading Transport Study, meetings held in preparation involving HE, LPAs (inc SDC) and others. Summary of first phases now published, detailed modelling to come.
- DBC Retail & Leisure study in progress by LSH. Empirical base sought to guide future policy for Bluewater and future of leisure uses in planning town centres.

2. *Sevenoaks Plan latest*

- SDC still awaiting the report on the emerging Local Plan
- Next steps will be decided once the report has been received
- SDC are actively participating in DtC discussions with neighbouring authorities
- SDC will respond to DBC reg 18 consultation

3. *Regional perspectives*

- Impact of London Plan Inspector's Report noted, and decision by SOS awaited following Mayor's response.
- SDC noted there would be major practical and political obstacles at present to a Joint Plan in western Kent. DBC agree and noted functional connections from its recent work points to closest links with Bexley LBB: First stage SoCG with them now on website. Bexley's housing supply position currently unclear due to London Plan situation; although DBC in close working relationship on matters such as C2E.
- No action by GLA in relation to working with wider Southeast. Area events may be in preparation in the regions. PAS also looking at a Kent event for those with Plans at an applicable stage

ACTIONED: DBC enquired-

- *SDC may not be invited by PAS as the Plan is at an advanced stage.*
 - *No response yet to email to SE Councils re London related discussions.*
- Other adjudged failures in Cooperation recognised eg Wealden, all have own circumstances but include housing related issues.

4. *Statement of Common Ground*

- SDC noted the SoCG between the two authorities may require updating in due course. Thought would be needed about nature of preparation/ engagement if political sign off sought.
- SDC have several SoCGs in place inc minerals/waste with KCC. DBC are preparing further including detailed discussions with Gravesham/ EDC.
- Agreed that an update to the one in place not a priority action in present circumstances as the common ground remains the same including the approach to unmet need.

5. *Housing Need*

- DBC are planning to meet their need in full
- SDC emerging Local Plan includes a portion of unmet need
- It was discussed how this unmet need could be accommodated and concluded that DBC is not in a position to confirm it can assist SDC with any unmet need as set out in the Statement of Common Ground.

6. *Further actions/ AOB.*

- DBC likely to have to formally contact authorities further re G&T needs.
- Significant decisions on duty to cooperate and housing related matters are expected shortly and should be closely assessed. Further specific discussion would then be worthwhile individually or at county/regional fora.

30/06/2020

Please see the minutes listed under the Gravesham section for the same date.

04/03/2021

Dartford – Sevenoaks Duty to Cooperate

4 March 2021 (virtual meeting)

In attendance:

James Gleave (Sevenoaks District Council)

Hannah Gooden (Sevenoaks District Council)

Mark Aplin (Dartford Borough Council)

Andrea Wright (Dartford Borough Council)

1. Dartford Local Plan Update

General

Reg 19 version of the plan has four cross cutting strategic policies then chapters on Dartford Town Centre and Ebbsfleet. It then has a series of Development Management policies. There is a lot of continuity from the previous Local Plan with the strategy focussing development in the north of the Borough, but this plan places a particular emphasis on development at Dartford Town Centre and Ebbsfleet.

The Reg 19 consultation runs until 9 April 2021 with all the documents being made available online. DBC carried out consultation sessions for the Preferred Options but will not be carrying out any further sessions at this stage. SDC indicated that they will respond.

The retail study was amended to take account of covid-19 but the transport modelling has continued as before.

Housing

Amount: Policy S4 sets out the level of development. This includes provision of 790dpa which is slightly above current standard method figure and based on SHLAA capacity figure over 15 years. The standard OAN figure is due to be updated with changes to affordability ratio shortly – it is possible that DBC's requirement has reduced a little further. The current excess is not large but DBC is willing to have a discussion on whether it could be offered to neighbouring authorities.

Affordable Housing: There is a new affordable housing requirement of 35% (compared with the previous 30%). The exception is Dartford Town Centre where the requirement is 20% due to land values.

Supply: The 5 year housing land supply in DBC is a little tight. The Housing Delivery Test results could require 20% buffer this year.

Density: DBC is not reliant on standard density assumptions, partly due to existing permissions. A previous density paper fed through to SHLAA methodology. Policy M1 drops numeric density requirements in the plan. Crossrail project looks at potential densities – North Kent issue of potential high density but it is not clear whether it would be viable. Developments of 6-8 storeys have been brought forward in Dartford Town Centre. The

densities at Ebbsfleet are relatively modest – mostly houses but with some higher densities along the Fastrack route.

Housing Mix and Type: DBC is flexible on types of housing coming forward. A significant change will be what comes forward on the Ebbsfleet Central site. In Dartford Town Centre, DBC would like a mix of dwellings but are pragmatic in terms of what is achievable.

There are two area policies (one in the Central Dartford and one in the Ebbsfleet Garden City chapter) which identify suitable land for future development but are not currently available. They could provide additional supply in the future.

Gypsies and Travellers

The Dartford GTAA was carried out by ORS in 2019. The current need is for 37 pitches over 5 years. The policy includes two allocations at existing Green Belt sites but work is still ongoing to consider whether there is any capacity for further pitches to be provided at existing sites. DBC has also asked the Ebbsfleet Development Corporation about potential delivery of pitches at Ebbsfleet Garden City.

SDC had a need for 40 pitches in late 2019. As a result of permissions being granted and site capacity work, they have managed to successfully deliver these in the last 12-18 months. This has been via approvals on existing sites and making temporary permissions permanent, all of which are in the Green Belt. SDC can share their work on this and Helen French is the contact.

Ebbsfleet and Swanscombe Peninsula

The plan includes Ebbsfleet Central as an allocation and a framework for the completion of development at Eastern Quarry. The work on Ebbsfleet Central has taken longer than expected and it is anticipated that Ebbsfleet Development Corporation will do more public consultation on the proposals and a planning application is expected in Autumn. The development will still include a lot of commercial development.

Swanscombe Peninsula and Ebbsfleet Central are being considered as a potential SSSI by Natural England due to the invertebrate interest. The London Resort application was submitted on 31 December 2020 and accepted by PINS. The hearings are likely to be in autumn. The Local Plan does not support the London Resort proposals. Policy E6 anticipates potential for some development on the brownfield part of the site in the southern part of the peninsula. Much of the rest of the area is proposed for designation as open space. If London Resort gets consent and construction starts, there is a commitment to review the Local Plan.

Dartford Town Centre

The regeneration of Dartford Town Centre is a key feature of the plan. 3 of the 4 allocations are within Central Dartford. There is also an area based policy.

Employment and Retail

There are a number of large permissions for employment development and the Local Plan approach reflects that.

The policy for Bluewater sets out controls on the uses that could be located there. It seems unlikely that the existing extant permission will be implemented and there is a move towards a wider range of uses including leisure. Future retail patterns could have an effect on the centre and the loss of an anchor store would have a significant impact.

Infrastructure

Infrastructure: health provision issues, policy S2 sets out the infrastructure strategy.

Transport

DBC transport modelling is tied into the modelling for the Lower Thames Crossing on which there have been a number of issues which caused delay. Stantec are carrying out the work (Gary Heard is the contact) and DBC do not yet have the full modelling results. Junction improvement schemes on the A2 are underway. The transport paper provides an update.

Design and Masterplanning

There are masterplans for the Ebbsfleet sites and DBC is building up design capacity as a result of Crossrail work. There is a Town Centre SPD and the Local Plan allocations include development principles but there are not masterplans for sites within Dartford Town Centre. In terms of the current national Design Code consultation, DBC is considering whether the Priory Centre should be put forward as a potential pilot.

2. Sevenoaks Local Plan Update

SDC will be reporting to advisory committee with an update on the Local Plan. This sets out the latest position on the plan and what SDC are looking to do going forwards. There is still no final outcome from the legal appeal process. SDC received the high court judgment last year and are now waiting to find out if they have permission to appeal. Committee report is available here:

<https://cds.sevenoaks.gov.uk/documents/s43914/07%20Local%20Plan%20update.pdf?J=2>

SDC have been considering trends and what this means in terms of updating the evidence base and key areas to update in the Local Plan. These relate to:

- Density of residential development. How to make better use of land e.g. by aiming for 50 dph. SDC still have developments coming forward that are below 30 dph.
- Changes to working patterns (i.e. more working from home) which have accelerated as a result of covid-19.
- Decline in town centre retail function, how to retain town centre vitality and viability (Mary Portas review), changes to retail trends, changes to PD rights.

SDC are considering carrying out an area wide character assessment to address potential for intensification based on existing pattern of development etc. This approach is popular in London Boroughs. There is a need to understand what developers' site numbers are based on and what needs to come forward on different sites. SDC are looking to be more proactive

in identifying potential small sites. Discussions with promoters of large sites are ongoing as SDC do not want these to fall away but this is challenging given uncertain timescales, uncertainty over whether planning applications will be submitted etc.

SDC cannot move forward until legal issue on the Local Plan is resolved but can be ready to go and update evidence in the interim.

SDC want more certainty before they go back to Examination and would like a more collaborative approach with CLG.

3. Wider Duty to Cooperate

There is a South East England Councils meeting taking place on 5 March 2021. This will include an update briefing from the GLA on the London Plan. It is likely that there will be continuing ongoing discussions about the relationship between authorities inside and outside London but there is a question of whether the London Plan changes the relationship between London Boroughs and authorities outside London.

DBC has recently met Thurrock and picked up that there would be some more regional level discussions in relation to the London Plan.

DBC has a strong relationship with Bexley through work on Crossrail etc which Jörn at the GLA is also part of. There are clear areas of crossover between London and adjacent authorities, e.g. Green Belt release, but there are mismatches of approach.

4. Statement of Common Ground

SDC and DBC signed SOCG in 2019. This will need to be updated to take on board the fact that HMAs are no longer part of the guidance and DBC evidence base. DBC would like a revised version agreed before submitting the Local Plan in late summer. SDC is looking at doing a SHMA update and needs to consider how to plug gaps. DBC were approached by GBC 5 years ago about taking some of its housing need but there have not been any subsequent requests from GBC, GLA or Bexley.

Action: SDC and DBC to revisit the SOCG and suggest a revisions using tracked changes.

02/09/2021

DTC Meeting between DBC and SDC

Date – 2nd September 2021

SDC – Claire Pamberi, James Gleave

DBC – Mark Aplin and Andrea Wright

1. Local Plan updates

DBC DBC published its initial pre-submission Local Plan in February 2021. During the consultation, Natural England notified DBC of an extension to the SSSI from the Swanscombe Peninsula towards and including land at central Ebbsfleet. This has meant that Dartford will need to publish its pre-submission Local Plan again. The consultation will start in September and there is no date for this yet. All representations will need to be put forward again. The biggest change to the document relates to the Ebbsfleet and Swanscombe chapter which includes changing the boundaries of the Ebbsfleet Central allocation. The aim is to submit the Plan before the end of 2021.

SDC SDC is now commencing work on an updated emerging Local Plan. Evidence will be updated as necessary and a series of meetings have been arranged with MHCLG (now DLUHC) to agree the next procedural steps. The aim is to have an up to date Local Plan largely complete by the end of 2023.

2. Areas of discussion

BOTH Agreed the need to track the London Resort application.

BOTH Discussed the Statement of Common Ground. SDC agreed to review the version sent through by DBC in August as some elements may no longer be relevant.

BOTH Discussed the approach to meeting housing needs. The Dartford Local Plan housing figure includes a contribution towards meeting wider needs in the area and DBC is discussing this issue with at least one other authority. This would be a relatively small amount and the timescale in which this could take place is over the full plan period i.e. longer term. SDC and DBC would need to consider how the Statement of Common Ground should address this issue.

BOTH Discussed housing market areas. SDC, Tonbridge and Malling and Tunbridge Wells are within the West Kent HMA. DBC evidence is that it can be considered as its own housing market area, but with the strongest functional links with LB Bexley.

SDC Outlined the on-going updates to its evidence base. This includes a new Town Centre Strategy for the main towns of Sevenoaks, Swanley, Edenbridge, Westerham and New Ash Green.

SDC A Character Area study is also being prepared to inform a character based approach to growth and an update to housing needs evidence, in the form of a Targeted Review of Local Housing Needs (TRLHN), will provide a basis for Local Plan policies and the corporate Housing Strategy. The TRLHN is due to be published in November and SDC agreed to inform DBC when this has occurred.

- SDC SDC is also updating its Flood Risk Assessment.
- SDC SDC is also in the process of preparing an updated Local Development Scheme, to be considered by the Council's Development and Conservation Advisory Committee in October.
- SDC It is likely that the review of the Local Plan will include both Reg 18 and 19 stages and will build on the existing Local Plan development strategy.

21/10/2021

DTC Meeting between Dartford Borough Council (DBC) and Sevenoaks District Council (SDC)

Date – 21st October 2021

SDC – Claire Pamberi, James Gleave

DBC – Mark Aplin and Andrea Wright

1. Local Plan updates

DBC DBC published its initial pre-submission Local Plan in February 2021 and is nearing the deadline for comments on the refined pre-submission Local Plan September 2021: 27th October 2021.

SDC SDC is now commencing work on a new Local Plan and is updating the associated evidence base. The new Local Development Scheme has been publicised and the aim is to commence the Regulation 18 consultation on the emerging Local Plan in April/May next year.

2. Areas of discussion

BOTH Discussed the Statement of Common Ground. DBC is keen to get this agreed due to the tight submission timeframe. The need for further discussions with elected members in order to achieve sign off was agreed.

Issues discussed included:

- Agreement over the importance of sustainable growth, focussing on existing settlements.
- The approach to compliance with Paragraph 141 of the NPPF.
- Communicating on-going co-operation in DTC notes that can be published.
- Confirmation: DBC's surplus housing provision.
- The clear functional linkages between DBC and SDC. Both authorities share a common planning framework.
- SDC agreed to draft wording for the SoCG, particularly in relation to housing need.

SDC Agreed to send through our Targeted Review of Local Housing Needs document once it was finalised.

Greater London Authority

02/07/2020

Dartford – GLA Planning Cooperation virtual meeting 2 July 2020

Attendees:

- Dartford: Teresa Ryszkowska, Mark Aplin & Andrea Wright
- GLA: Jorn Peters, Darren Richards & Rob McNicol (part of meeting)

1. Dartford plan update –DBC

Background

DBC consulted on Local Plan Preferred Options in early 2020 which went well. Local Plan approach is largely a continuation of existing strategy with focus on Dartford Town Centre and Ebbsfleet.

DBC want to move to Regulation 19 publication as soon as possible. Originally planned for December 2020 but unlikely now as some issues have arisen, i.e. major applications for Ebbsfleet Central and London Resort due in winter. More likely to publish it in spring 2021.

Housing

DBC published an updated SHLAA to support the Preferred Options. This showed some new sites. Existing permissions (assuming they are delivered) give DBC more than 10 years' requirement than the standard housing need method requires. This means that there is some flexibility. DBC has not yet finished work on last year's housing delivery but looks like there is some drop off in housing completions meaning that it might be more challenging to show a 5 year housing land supply.

DBC also published a SHMA – affordable housing need target likely to be increased to 35% subject to viability assessment.

Duty to Cooperate is a big issue for DBC. In North Kent, there are many ongoing officer discussions. Some time ago, GBC wrote to DBC asking DBC to take some of their housing need. SDC made a similar request but much later in the process. There have been discussions with SDC on the nature of the housing market – whilst there are some overlaps, these are not that strategic. There are stronger east-west linkages. DBC have also had discussions with Bexley (not recently) and Thurrock (employment).

There is a wider Kent and Medway initiative considering the provision of accelerated housing delivery (across Kent as a whole) in return for more financial support from the government for infrastructure (predominantly in east Kent). It is being led by David Godfrey at KCC and should be noted that there is not support for this initiative across the board. There is pressure for DBC to support housing need from other

areas. It is unclear how the government is now viewing these proposals in the light of covid etc.

Abbey Wood to Ebbsfleet Connectivity Study (C2E)

DBC sees a lot of potential in Dartford Town Centre. Currently, it is difficult to show that a number of brownfield sites are viable/ deliverable for redevelopment. The C2E work is considering the potential increase in land values which would improve viability but this depends to an extent on the nature of an extension (i.e. rapid bus transit vs heavy rail, shared track or 4 track etc.) which is a long way off being agreed. It is not known whether the lighter options such as rapid bus transit would sufficiently change the perception of connectivity with London and being part of the London transport network which a heavy rail option would bring. It is hoped the viability work will inform on this.

A masterplanner is currently looking at the full range of sites in and around the town centre. The work will be integrated with the Housing and Land work stream and will be based on the same methodology. In the meantime, DBC is pushing forward with regeneration in town centre on the ground and through the new Local Plan.

C2E issues extend beyond the timescale of the new Local Plan. Given the current uncertainty on outcome and timing, C2E is not being factored into Local Plan assumptions.. However, it may be appropriate to provide support and make reference to the potential for C2E in the new Local Plan, with the possibility of a plan review once outcomes are clearer.

In terms of the masterplanning work, a masterplanner is currently focussing on town centre site opportunities but there is a wider area of opportunity that is being considered. He is working closely with the partnership team. Once the delivery team is in place, collaboration on masterplanning will be intensified and DBC would expect that masterplanning will be carried out on a consistent basis and tied in with the overall partnership work.

Economic Development

DBC did some work looking at permissions and scope for additional development, the results of which are contained in the Employment Needs Review Paper 2020 which can be found on DBC's website at:

https://www.dartford.gov.uk/data/assets/pdf_file/0009/921393/Dartford-Employment-Needs-Review.pdf

This concluded that the range and volume of needs could be met on the basis of commitments (including Ebbsfleet Central). The Preferred Options consultation set out some principles for employment growth, including intensification and extension of some existing sites and the proposed strategic allocation of the former Littlebrook Power Station site for B8 uses.

Littlebrook Power Station advanced logistics facility has been approved in principle by DC Board – 200,000sq m of B8 to be used by an international distribution firm. Phase 1 has already been approved and phase 2 has just been approved, phase 3 is smaller and likely to accommodate smaller units. Key issue is impact on Junction

1A of the M25 close to the Dartford Crossing led to significant objections from Highways England on planning application but managed to come to agreement with them. HE likely to object to any future application. In this case, the developer was able to pay a large amount of money for improvements to Junction 1A which other developers may not be able to do. DBC working with KCC and HE on delivering improvements to that junction.

DBC open to discussion with neighbours but hard to know future baseline requirement for logistics. The strategic issue of the need to accommodate the growing logistics sector needs to be revisited through the Thames Estuary Growth Board or sub-national transport bodies.

Retail

Work is still ongoing on the Dartford Retail and Commercial Leisure Study and it is anticipated that the study will be completed by the end of the summer. There was a duty to cooperate event on this in February 2020 to which GLA were invited (but did not attend) and DBC will ensure that GLA continue to be included in any future engagement on retail issues. There is not a large quantitative need for additional floorspace but DBC have concerns on relying on quantitative method. DBC's extant permissions for Ebbsfleet Central, Eastern Quarry and Bluewater need to be taken into account. London Resort would also potentially have an impact. DBC needs to consider how to account for a number of schemes which may or may not come forward and for a potentially challenging future.

Covid is likely to have an impact and there is a need to consider what town centres will look like in the future. Dartford Town Centre is considered to be important and DBC are looking at being flexible about getting a deliverable solution that works.

There has not yet been any feedback on the impact of covid on Bluewater. The large extension part of the 2 year old permission at Bluewater has not been implemented but the smaller extensions mostly have. The operators appreciate that things are going to be difficult for them and are keen to have a much broader range of uses there. DBC response to this is not yet determined.

Dartford Town Centre needs to adapt and DBC is in the process of repurposing retail space and introducing more leisure uses. There are insufficient restaurant/ café/ leisure uses. A town centre site for a mix of uses, including a cinema, bars, restaurants, residential, and community space is being brought forward to address this. There has recently been a large amount of residential development built within walking distance of the town centre and DBC consider that there is scope for the town centre to adapt positively to that.

GLA are considering if there will be more demand for shared/ flexible office space within town centres rather than working at home or commuting to an office. Dartford does not have much office space to lose in the town centre but has received an application for co-working space.

Transport

GLA has ambitious modal shift targets and policies that support them. It encourages the consideration of London's Healthy Streets approach and opportunities to ensure that there is no negative impact in terms of development and trip generation within GLA boundary area.

DBC: A transport study is being carried out and this will begin to set some principles in terms of strategy. There will be much continuity from the previous approach, i.e. site selection means that sites need to be close to facilities/public transport. DBC is considering the formal approach to modal share options for discussion with Highways England. DBC is keen to encourage a greater shift away from private car use and this will be the main scenario test above the baseline. Whilst it is not clear how this could be delivered, it could be useful to consider London's transport policies in this context.

Flood Risk

Both DBC and GLA recognise that the 10 year review of the TE2100 project is starting and have had engagement with the Environment Agency.

DBC has commissioned a Strategic Flood Risk Assessment and this will consider flood risk issues, which are a particular issue in Dartford Town Centre.

The Dartford Preferred Options consultation document included an infrastructure plan which showed a broad area which may be needed for a future flood barrier at Long Reach. It cannot be formally safeguarded as it is not known whether the EA's previously preferred option of Long Reach will be taken forward or exactly what land would be required.

The GLA is working closely with the EA to promote with the London boroughs a riverside strategy approach which considers foreshore issues (biodiversity, flood risk management, public realm etc) in an integrated way.

The EA referred to the riverside strategy approach in a previous meeting with DBC. DBC's focus is currently on progressing the new Local Plan and any riverside strategic approach would be included within that.

2. London Plan update – GLA

Wider SE Partnership Approach

There is nothing in the directions that indicates the need to change policies related to wider SE and proposed willing partners approach. The current focus is to address jointly with the government the directions and making sure that these conclude as swiftly as possible to the final plan to provide certainty. The letter from the Secretary of State refers to the strategy work with the wider SE but this is not explored further. It also raises a range of questions to be considered once the plan has been approved.

GLA is considering the implications of covid on a number of London strategies.

Invitations to political round table discussions were sent round to all leaders and chief executives in the wider south east in November. The idea is to have round

table discussions tailored to issues specific to local area clusters. It is considered that collaboration will need to be focussed on needs and potential mutual benefits. There should be support for such collaboration at a strategic and possibly at a national level. It is too early to consider mechanisms for delivery. Due to covid the first round table discussions had to be postponed until the autumn but there is an officer working group of the wider SE partnership on 8 July. This will re-establish interest in political round tables, consider opportunities around covid recovery and planning reforms to identify ways to collaborate and lobby the government on relevant issues. MA will dial into this meeting.

Action: It was agreed that Jorn would update the SE planning officer circulation list to remove Graham Harris and include Teresa for future invitations.

Housing

Will London Plan be expected to fill the gap caused by striking out the small sites policy? The Plan sets out minimums and still expects Boroughs to look at increasing delivery through small sites. The GLA is producing Supplementary Planning Guidance, including on housing design. The key now is to look at the delivery target and to recognise that compared to the current plan, the target has moved significantly upwards and delivering this should be a focus.

DBC Strategy

DBC has strong approach to protecting the Green Belt and is bringing forward development within the urban part of the Borough, mostly on brownfield sites. As the Dartford Local Plan moves forward, it would be helpful to have support for that approach/pattern of development from GLA (especially in light of joint success of Strategic Rail Freight Interchange). The strategy is also about modal shift, i.e. having development near public transport interchanges.

3. Dartford – GLA potential collaboration mechanisms – DBC/GLA

There is the question of how to formalise arrangements. There may be things that we wish to explore further, e.g. through C2E work, engagement on Dartford Local Plan. It was considered useful to retain a constructive dialogue as the Dartford Local Plan progresses, with a possible further meeting.

There are practicality issues for the GLA in terms of entering into Statements of Common Ground given the numbers of authorities in the wider SE. At the moment, the GLA does generally not wish to commit to having SOCGs with LPAs individually but may be different if there are issues arising of a very specific strategic nature which require close cooperation.

In terms of the wider SE work, the collaboration can be through C2E and possibly between Kent and London authorities. This should continue to be explored. There is the question of which authorities might be able to go beyond their local needs. For DBC, it is not feasible to speak to large numbers of groupings and the geography is influential. DBC would like to consider which channels will be more productive rather

than procedural. There may be scope to use strategic bodies/authorities to ensure that wider SE authorities are happy with emerging plan.

4. Inter-regional situation, including Thames Estuary Growth Board – GLA/DBC

Thames Estuary Growth Board seems to be focussing initially on water freight transport, skills, and infrastructure issues. It could be linked to the role of more strategic authorities. It is understood that members do not want the Board to get involved with discussions on housing numbers. However, there are significant linkages between growth and infrastructure which should not be ignored. Jeremy Kite represents Kent on the Board but considering from a wider perspective. It is also identifying private sector led opportunities within a strategic framework and private sector Board members have been appointed.

5. Any other business

None

Thurrock Council

05/02/2021

**Dartford – Thurrock Duty to Cooperate
5 February 2021 (virtual meeting)**

In attendance:

Richard Hatter (Thurrock Council)

Mark Aplin (Dartford Borough Council)

Andrea Wright (Dartford Borough Council)

1. London/ South East update

The London Plan has now been adopted following some correspondence between the Secretary of State and the Mayor. The final letter from the Secretary of State raises issue of housing supply. The Mayor needs to start an urgent review of the Plan. It also asks about strategy with adjoining regions. The final letter from the Mayor refers to needs in London and the South East. The GLA have been focussed on getting the Plan adopted and have not had recent meetings with officers or political groups in the adjoining regions. The last officer meeting took place in July 2020.

East of England members were concerned. They wrote to the Secretary of State for clarification and asked the GLA when they were going to engage. There was no formal response on this so a further letter was sent to the Secretary of State. The response was that he expected the Mayor to respond on housing issues in liaison with the regions. There has been no response from the Mayor so there is no clarification on the strategy for the South East.

East of England members think it should be dealt with as part of the London Plan review. It is not just a question of housing need but how supporting infrastructure etc is provided.

East of England have not heard from South East region. East of England have kept members working group and have met with new officers. SE and EE England have not discussed wider strategy. EE want to get a feel for what SE members think about it.

There was a suggestion of resurrecting SERPLAN but also some proposals for a bigger region. No engagement with local authorities on these proposals.

EE contacted new officers at SE region. SE region focussed on strategic transport and economic recovery, but new officers have little planning experience. There will be a meeting between EE and SE region members on 16 February 2021. EE don't know what is happening in the SE region and how widely this issue is being discussed. They would like to reflect what has happened with the London Plan, consider the green parks plan and discuss future engagement with the mayor. This may be the first of several meetings before starting to formally meet with the mayor.

Developers are likely to raise the issue of underprovision in London and the wider South East as there is a big gap. It would be useful for SE, EE and mayor to have a position on this to say that the issues are going to be resolved.

EE officers have requested a duty to cooperate meeting with the GLA officers but have not got a date for this yet.

The issue is that it is not clear from the CLG what is going to happen in terms of strategic planning which does not assist in discussions with the mayor.

DBC is within a two tier authority system so does not plug directly into region. DBC has been having discussions with immediate LPAs, including Bexley and will try again with the GLA. Previous DBC-GLA officer meeting did not give any sense of direction. Things might have changed now but may not get anything meaningful before the May election. DBC have had developer objections saying need to take London's need.

Within Kent, the Sevenoaks and Tonbridge and Malling Local Plans have failed for duty to cooperate reasons and failing to meet housing need. This is a concern for DBC. Issues are discussed on a Kent wide basis but DBC has not heard anything directly from SE region. In the SE, the apparent current focus is on transport with Transport for the SE (Hampshire County Council hosting SE officers). There has been no feedback on any regional level cooperation which would need to align with London Plan process.

DBC agree that we are going to be in limbo until after the elections but may push GLA on this matter, especially after elections are out of the way.

Brentwood Local Plan examination – not enough housing need to cover plan period. Some agreement that Brentwood does not have to take London housing need. Thurrock objected on DTC grounds and to standalone green belt large housing development. The plan may fail on this basis

In South Essex, the Basildon Local Plan will be the next to go to Examination. Originally, it did not show enough land to meet housing land supply and had hoped that this gap would be picked up by the South Essex Plan. However, Basildon have found more land in the urban area and consulted on modifications in this respect.

The Castle Point Local Plan has just been submitted. This has a shortfall of 2-3 years of housing land supply.

2. London Resort submission

The Publication Dartford Local Plan recognises the uncertainty that the London Resort may not get built even if it does get consent. The Plan sets out a 'plan B' if it does not go ahead but commits to Local Plan review if construction starts. The proposals are likely to have a significant impact on development at Ebbsfleet Central which has been planned for many years and is an important element of the Dartford Local Plan. DBC never saw a transport assessment which, along with the proposed retail and leisure elements and other environmental and infrastructure matters, are key issues for the Council. DBC will look at the documentation submitted for the DCO which will inform input into the Local Impact Report.

Thurrock had some concerns about waste disposal from the development. Senior officers and members engaged with the developers latterly. Another issue was park and ride facility from Tilbury which takes out a significant amount of allocated employment land. Short timescale between last consultation and submission. Other issue is that the Port of Tilbury is part of the freeport bid to government along with Dagenham. Flood issues too.

The NSIP for the Lower Thames Crossing was withdrawn given issues with the information and evidence base. Project management has been an issue. This impacts on the Thurrock Local Plan timetable.

3. C2E Crossrail extension consultation

C2E Crossrail extension is a cross boundary project involving DBC, Bexley and Gravesham. There is a current public consultation on different options. As a result of financing, the GLA and TFL are not taking as much of a direct role in the project as it is in its initial stages.

If authorities outside London are going to take some of London's housing growth, the view is that the GLA should pay for some of the infrastructure.

GLA are dependent on the delivery of Crossrail 2 to the north/ east as enabler a lot of London's housing in the second half of the London Plan period. However, it is possible that the funding for this may not be forthcoming as a result of South East regional infrastructure funding and levelling up with other regions. This would put London and wider area under further pressure. There is the question of how infrastructure will be delivered if there is a lack of funding.

Action: DBC to send link to the current Crossrail public consultation:
<https://www.abbeywood2ebbsfleet.com/>

4. Dartford Local Plan

DBC approved Publication Local Plan for consultation at its meeting on 1 February 2021. The Regulation 19 consultation will begin at the end of February 2021. The strategy largely continues from the previous Core Strategy but with a focus on Dartford Town Centre and Ebbsfleet Central. It includes a 790 dwelling per annum housing requirement which is slightly above the current LHN figure. Duty to cooperate discussions with Bexley Council, Gravesham Council and Ebbsfleet Development Corporation will continue and there will be a need to prepare/update SOCGs with them.

Retail: The Bluewater policy reflects the recommendations in the retail study to tweak the current approach. This includes the impact testing threshold and taking account of leisure impacts. Thurrock noted that the Lakeside centre is struggling, a situation which began before covid. The main anchor stores have been lost and there is interest from developers for housing developments around the shopping centre.

Thames Barrier. Thurrock have informed the EA that they will not safeguard land at Purfleet and Tilbury until it is subject to a safeguarding direction as there uncertainty about its location and potential landtake. DBC have advised the EA similarly but it is less of an issue as the land is primarily within the Green Belt and not earmarked for development. The

Publication Local Plan will include an indicative safeguarding zone on the infrastructure diagram.

5. Thurrock Local Plan

There is an ongoing review of the Thurrock Local Plan timetable. A revised, challenging, LDS is about to be published. The Council will be commissioning a lot of technical work over the next 12-18 months. The aim is to have a draft Regulation 18 version by end 2021.

Thurrock is committed to meeting its OAN for housing but may also consider a higher level growth scenario. If there is a need to go above the OAN for economic growth reasons then Thurrock is prepared to do this. Likely 1,300 dwellings per annum but possibly higher than this. Need to carry out work on Housing Land Supply but Thurrock think they have enough land to meet its needs and possibly an additional 20%. This means that there is likely to be an oversupply in the new Local Plan and Thurrock is not looking to other LPAs to meet their need. However, there may be an issue of whether Thurrock can meet needs arising from elsewhere and a new South Essex SHMA is being commissioned.

6. Joint South Essex Plan

South Essex put in a bid for the growth deal from government but this was not successful and the partnership is under review. The focus is now on getting individual Local Plans adopted. Basildon was relying on the South Essex Plan to resolve their housing shortfall but will now have to remove that approach from their strategy through Local Plan modifications. There is uncertainty about the government's plan for strategic planning though South Essex authorities would like to produce a statutory plan. This matter is under review and will be revisited if it is considered that a joint strategic plan could help in the longer term beyond the Local Plan periods.

In the meantime, consideration is being given to whether to move from a statutory plan to a non-statutory framework, i.e. a strategic framework with a spatial vision and goals. There is no timetable and nothing in the public domain in relation to this matter but there is still some funding from Homes England.

The authorities are still getting joint studies/ technical work carried out, e.g. South Essex SHMAA, Economic Development Study, Retail Town Centre Study.

Kent authorities are continuing with individual Local Plans. There was discussion of a potential growth deal bid for Kent: to take more development/infrastructure in the east but a key issue was the need to access the area through West Kent.

7. Statement of Common Ground

DBC will focus on drafting Statements of Common Ground later this year before submitting the Dartford Local Plan. There are not many strategic issues that need to be dealt with between DBC and Thurrock. It may be appropriate to focus more on wider infrastructure than detailed Local Plan policy.

DBC and Thurrock agreed that further discussion on the SOCG and DBC evidence would be helpful.

It is considered that the SOCG should be a live document which can be updated as matters change. It is useful if the SOCG is produced well in advance of the Examination and reviewed before the Examination.

Neither DBC nor Thurrock have a preferred SOCG template. Most SOCGs seem to have sections on Purpose, Context and Key Cross Boundary Issues.

RH has the authority to sign a SOCG on Thurrock's behalf.

Action: DBC to consider preferred SOCG template and send to Thurrock.

Medway Council

09/02/2021

Please see the minutes listed under the Gravesham section for the same date.

23/03/2021

*Please see the minutes listed under the Dartford Transport Modelling/
Study section for the same date.*

07/10/2021

**Duty to Co-operate Meeting
Dartford Borough Council & Medway Council
Date: 7 October 2021
Draft Meeting Notes**

Attendance (via MS Teams)

Mark Aplin, Dartford Borough Council
Jamie Van Iersel, Dartford Borough Council
Prem Velayutham, Medway Council
Stephen Arnett, Medway Council

Apologies

Catherine Smith, Medway Council

Local Plans update

Dartford Borough Council - Pre-Submission Draft Local Plan, September 2021

DBC's second R19 consultation commenced on 15 September 2021 and runs until 27 October 2021. The decision to run a second consultation was based on representations made on the first stage Regulation 19 document, and Natural England's designation of extensive land at Swanscombe Peninsula (including land at Ebbsfleet Central) as an SSSI. As a result of the SSSI, the EC allocation boundary has changed since the first Reg 19. Separately the retail policy (and evidence) has been updated that may be of interest to MC.

DBC's aim is to submit for examination during December 2021.

Medway Council – Pre-Submission Draft Local Plan, October 2021

Medway Council are currently finalising a R19 draft Local Plan and supporting evidence base, with the aim of taking the Plan to full Council during December 2021 or January 2022.

Medway will keep DBC up to date with more detail regarding dates.

Outline Statement of Common Ground (working draft) – key issues

Evidence base

DBC

Evidence base updates completed recently, available on Planning Policy webpages, include:

- SHLAA
- Dartford and Ebbsfleet Residential Needs Assessment
- Economic Land Report
- Strategic Transport work
- And produced a new Sustainable Transport Strategy

Medway Council

Evidence base updates completed, or due to be finalised, shortly, to accompany forthcoming R19 consultation and to be available on Planning Policy webpages, include:

- Local Housing Needs Assessment update

DBC Planning Policy Team

- Retail and Leisure Needs Assessment update
- Employment Land Needs Assessment update
- GTTA update
- Strategic Transport Assessment
- Sustainability Appraisal and HRA

Meeting Local Housing Needs and Unmet Needs

DBC

Future housing requirements have been derived from the application of the Government's standard method for assessing local housing need. A focus on urban regeneration forms the basis of the draft local plan's development strategy. Ebbsfleet Garden City also straddles the boundaries of Gravesham and Dartford and contains strategic sites. Through this development strategy, Dartford Borough Council considered that it can meet its identified housing need and more, within the authority without needing to seek provision elsewhere.

In respect of meeting unmet needs from other Local Authorities, Dartford has been in discussions with the London Borough of Bexley (given it is a neighbouring authority), Sevenoaks DC, and Gravesham BC, on whether it can meet these areas' unmet housing needs.

DBC will provide generic housing related text for the more formal version of the Dartford – Medway SOCG.

Medway Council

Medway's future housing requirements have been derived from the application of the Government's standard method for assessing local housing need. The Hoo Peninsula, in conjunction with a continuing focus on urban regeneration, has subsequently formed the basis of the draft local plan's development strategy. Through this approach, Medway Council will be able to meet its own housing needs during the Local Plan period. A consideration of alternative development options to the preferred approach, has also underlined that the Council will be unable to take any unmet housing need from other areas.

Transport Infrastructure

DBC

DBC has published a Transport Background Report, which provides an overview of the key information contained in various technical documents and studies that have assisted the Council in defining the approach to transport management and mitigation proposed in the draft Local Plan.

DBC has also published a Dartford Sustainable Transport Strategy, which provides an overview of the policies, strategies and actions that the Council will pursue, in conjunction with its partners and developers, that will, in combination, enable and encourage an increase in the proportion of journeys made by more sustainable forms of transport.

All related technical and modelling reports are now available on DBC's planning policy web pages.

DBC will provide an update relating to this on the DBC – MC SoCG.

Medway Council

Medway Council is finalising its Strategic Transport Assessment, including the Air Quality module (which feeds into the HRA).

Lower Thames Crossing

Whilst recognising the importance of the Lower Thames Crossing for the region, DBC considers it to be a more strategic issue for consideration by Gravesham BC and Medway Council, regarding the emphasis of SOCGs. Therefore, in the context of coverage in its respective SOCGs with both authorities, it would prefer to take a proportional approach to reflect its position. DBC will therefore provide text on the Lower Thames Crossing to see if this could form an appropriate input to the DBC – Medway SOCG.

Local Economy

London Resort

DBC's R19 process, schedule and approach to the London DCO process, aims to run in parallel / keep ahead of it, which means that the outcome of the latter may affect the former in respect of related policy focus. DBC therefore requests that any related content in a Medway – DBC SOCG reflects this context and focusses on headline issues, pending the outcome of the London Resort DCO process.

Medway Council acknowledges DBC's perspective and will reflect this in the more formal draft of the SOCG between the two authorities.

Bluewater

Medway Council, regarding retail and town centre matters, raised a concern over policy M22 and Bluewater proposals, in its response to Dartford's first Pre-submission Regulation 19 consultation, in relation to potential impacts on surrounding town centres and high streets.

Given the impact of COVID-19 and the growth of on-line retailing, DBC's retail and Leisure Needs Assessment has sought to inform Local Plan policy in respect of the changing nature of retail destinations and the growing importance of leisure uses, which is the intention of associated Local Plan policies.

Medway Council will review DBC's second Pre-submission Regulation consultation document, and Dartford's Retail and Leisure Study, and provide representations as appropriate.

Other Matters for inclusion in SOCG

DBC suggested that the following issues could also be considered for inclusion in an SOCG:

- Climate Change
- TE2100 / Flood Risk Management
- Green and Blue Infrastructure
- Principles of development, brownfield approach

Medway Council happy to consider the above issues, with the first 3 being together under an Environment Heading, in a more formal draft of the SOCG. DBC are to provide a first draft on this.

SOCG Format

DBC in its discussions with other Local Authorities has sought to move SOCGs away from a listing of representations made in response to Local Plan consultations. In its view they should focus on Key strategic matters and related issues, with progress in discussing these noted in iterations of the SOCG, over time.

Medway Council also considers this to be an appropriate approach in respect of its ongoing SOCG discussions with DBC.

SOCG Timescales and Governance

Timescales

DBC and Medway Council will aim to finalise a more formal draft SOCG by the first part of November 2021. The next iteration of the first draft should be exchanged via email, this should be done by DBC and sent to MC by approximately Friday 15 October 2021. A further iteration could then be done by MC and sent back via email by approximately Friday 22 October 2021.

Governance

Medway Council will employ a delegated model of SOCG sign off, whereby the Director of Place and Deputy Chief Executive (Richard Hicks), and the Planning Portfolio Holder (Cllr. Jane Chitty), will review and sign off SOCGs, on behalf of the Council.

DBC are currently considering appropriate governance arrangements for SOCG sign off.

Actions / Information Sharing (from 7 October meeting)

Statement of Common Ground Content	Action / information sharing
R19 Consultations	Medway Council to review Dartford 2 nd R19 consultation documents and provide representations as appropriate. Medway Council to update DBC on timescale for Medway R19 consultation.
Evidence Base	Both authorities to notify when any further evidence base updates are available.
Meeting Local and Unmet Housing Needs	Outline SOCG text to be modified with additional generic text, which is to be provided by both authorities, and included in more formal SOCG draft.
Transport Infrastructure / Lower Thames Crossing	DBC to provide generic preferred text on the Lower Thames Crossing, to be considered for inclusion in a more formal SOCG draft.
Local Economy	London Resort text to be amended for more formal SOCG draft.
Environment	Both authorities to consider appropriate Climate Change, TE2100 / Flood Risk Management, Green and Blue Infrastructure references, to be covered in more formal draft of SOCG.
More formal SOCG drafting & timescales	Medway Council will start drafting a more formal SOCG, taking into account meeting discussion and above points, and text provided by DBC. The aim is to complete this version by the end of October / early November 2021.

Next Meeting

To be arranged as and when required.

(Draft: SA/MC – 11 Oct-21; JVI – 12 Oct)(v4)

Natural England

26/05/2021

Dartford Borough Council and Natural England Duty to Cooperate Meeting 26/05/2021

Actions

- James** Find out if consultation responses to the SSSI designation will be made public
- Andrea** Inform NE of the decision relating to whether a second Reg 19 Local Plan consultation is to be carried out
- Amy** Respond shortly on the concept of a reduced policy extent for policy E6 to exclude any SSSI areas (hatched area of diagram 12)
- DBC** Share amended draft policies to Amy for NE review
- NE** Review of draft policies within short turn around time, providing feedback to DBC
- Amy** Liaise with Sean Hanna regarding DBCs potential to change approach regarding the trigger for collecting tariff for developments in the east of the Borough potentially affecting the North Kent marshes
- James** Share good examples of SSSIs being celebrated

Minutes

1. Introductions/ present

Mark Aplin (DBC), Andrea Wright (DBC), Sonia Collins (DBC), Jamie van Iersel (DBC), James Seymour (NE), Amy Croombs (NE), Richard Cobb (NE)

2. SSSI Process

- Representations are being received until 12 July 2021 and are welcomed with regard to the science of the designation only
- NE have 9 months after the date of notification to make the designation – November 2021. This is in accordance with the regs
- Depending on the scope of responses received/ scientific evidence put forward, the boundary of the SSSI may change from the notification boundary, this will not be known until the consultation closes and the responses analysed
- NE have looked strategically at the whole of the Thames and feel confident that the current boundary matches the evidence
- DBC ask if the responses NE receive will be made public, NE to get back to DBC - **James**

3. Local Plan Context

- Plan preparation started in 2017 and in February 2021 DBC carried out Reg 19 Consultation with the understanding that the Swanscombe Peninsula would be notified for SSSI designation
- During the Reg 19 consultation Swanscombe Peninsula and Ebbsfleet Central were notified for SSSI designation

- Ebbsfleet Central is an allocation in the Plan and is relied upon for DBC's housing land supply, therefore DBC are currently considering whether they will need to amend the Plan and carry out a second Reg 19 Local Plan consultation
- The Plan does not promote London Resort but includes a monitoring trigger – if the Resort is approved and commences construction a Local Plan review will be carried out. This poses challenges for DBC because the Resort DCO has now been submitted and means it could progress through NSIP examination at the same time as DBC's Plan examination, especially if the Local Plan faces delay.
- Whilst DBC can meet its own local housing need, pressure is put on from developers to meet London and other unmet need in the area
- DBC's time pressures are therefore tight. If it is decided to amend the Plan and carry out another Reg 19 consultation, this needs to be done in the next four weeks with the amended Plan going to full Council 26 July 2021.
- NE request to be informed once a decision is made. This will be towards the end of June as Officers are yet to meet with the members' advisory group – **Andrea**
- NE notes DBC's situation and understand the challenges

4. Practicalities for Ebbsfleet Central

- NE's ideal situation is for the SSSI site to be left intact. Avoidance is key but NE does not wish the land to be abandoned. In principle, there may be opportunity for green infrastructure delivery, connection delivery and perhaps play space. Where development does happen, mitigation will be necessary, focusing on managing impact.
- NE suggested that a play park, art and nectar planning for interpreting invertebrate interest could form a strand of the masterplan. Forest England's play areas based on nature, place making options, green roofs to support invertebrate interest etc should be considered.
- NE are working with the Ebbsfleet Development Corporation (EDC) on new concepts to move forward masterplans that identify and highlight the benefits of the SSSI, making Ebbsfleet Garden City an exemplar and innovative place. As such it is vital that the SSSI is built into plans and not the other way around.
- NE are working to sign a Statement of Common Opportunity with the EDC.
- DBC would like redraft Ebbsfleet policies with NE and ask that NE look at draft amendments to policies
 - Policy E4 Ebbsfleet Central
 - Policy E6 Land North of Swanscombe
- NE are committed to contributing to the draft Plan if that is the decided route and will provide comments on drafts. Drafts should be sent through to Amy.
- DBC state that Ebbsfleet Central will remain an allocation however the boundary may change and the diagram will be changed or removed. DBC's focus is on the creation of place – a vibrant, attractive place where people can live and work and the policy will not be able to cover every single detail.
- Ideally, NE would like policy to drive avoidance and celebrate existing opportunity/benefits and prevent NE needing to be involved at case level

5. Biodiversity Offsetting

- DBC shared with NE the two sites that Tarmac have put forward to the Council under Reg 19 for biodiversity offsetting. This would be on the basis that they would be able to develop their part of the site at Ebbsfleet Central. NE said that key considerations would

be whether the biodiversity interest could be replicated and impacts on ecological connectivity.

6. HRA

- In terms of potential impacts of development on the North Kent marshes SPAs and Ramsar sites, DBCs current approach differs from other North Kent local planning authorities (LPAs) in that a tariff is only sought for schemes with 100+ dwellings in the east of the Borough. Smaller schemes either have to be screened out of having any impacts or provide mitigation. DBC is now considering if it is appropriate to review the guidance to trigger the tariff for smaller schemes of 16+ units and seek NE's feedback on this amended approach. If NE are supportive, DBC will redraft the guidance for agreement with NE and the EDC.
- NE's initial view is that this is likely to be acceptable, especially if it means that the DBC approach is more in line with the other LPAs and there is no evidential reason that the current approach is best. DBC should check that the change would not lead any LPA, which may currently have the same approach as Dartford, exposed.
- Sean from NE may be the best contact on this and his advice should be sought – **Amy**

7. Next Steps

- DBC to make decision regarding how to move the Plan forward
- If the Plan is to be amended and a second Reg 19 consultation undertaken then draft policies are to be sent to NE for review and feedback provided to DBC within the required timeframe
- A Statement of Common Ground should be developed – possibly around July

8. Other

- DBC seek NE's view on the Plan's current reference to an Estuarine Ecological Park at the Swanscombe Peninsula. DBC have received representations questioning the concept and the deliverability
- NE recognise the need to consider impacts of SSSI on whether to promote such a park in the Plan and can send some good examples of approaches elsewhere – **James**

07/10/2021

Notes of Natural England and Dartford Borough Council Duty to Co-operate Teams meeting

7th October 2021, 10am

Attendees:

Mark Aplin – Dartford Borough Council (DBC)
Andrea Wright – Dartford Borough Council (DBC)
Amy Croombs – Natural England (NE)
Richard Cobb – Natural England (NE)
Katie Gill – Dartford Borough Council (notes)

1. Dartford Local Plan Update

DBC gave an overall picture of the current position in that it published the Local Plan for Regulation 19 consultation in February 2021. This is mainly to update the strategy for the borough and because of the recent NPPF changes. Part of the new timetable for the Local Plan means there is the influence of the Plan Examination overlapping with the London Resort proposal Examination process.

The SSSI (site of special scientific interest) was notified during the last Regulation 19 consultation. Following discussions between DBC, the Ebbsfleet Development Corporation (EDC), and Natural England and Member involvement, it was decided to amend the plan and hold a second Regulation 19 consultation. This has now commenced and is due to end on 27th October 2021. The biggest changes are in the Ebbsfleet and Swanscombe chapter of the Plan which has been significantly revised. This looks to not just reflect the SSSI, but also more strongly present the 'garden' aspect of Ebbsfleet Garden City's development (e.g. a new diagram is included). Also some of the Development Management policies have changed in response to comments, e.g. M3 on climate change.

2. NE Responses on the Local Plan

DBC stated that it has made changes to the Plan to reflect the SSSI which will hopefully address Natural England's concerns. Also, a document has been prepared to indicate how NE's responses have been addressed in the republished Plan. DBC will send this to NE.

NE stated that they had had a brief look and it would appear that the Ebbsfleet changes have been generally taken on board and the response document mentioned above will be helpful to try and identify which other changes have also been included.

3. Swanscombe Peninsula SSSI Update

NE confirmed that the SSSI is going to Natural England's Board on 10th November 2021 for final ratification. There may be some possible minor changes to the boundary, but as yet, this is not known.

DBC asked that whatever changes occur to notification, it would be good to work together on informing the Inspector and deal with via ongoing communication. The Dartford Local Plan will not be submitted until early December, after Natural England's board meeting.

4. Statement of Common Ground

DBC Planning Policy Team

DBC stated that as many of Natural England's comments related to soundness, it would be helpful to have a Statement of Common Ground between the two organisations. This is particularly the case given the timing of the notification of the Swanscombe Peninsula SSSI.

DBC noted the separate issue of Duty to Cooperate legal compliance. Respondents to the Publication Regulation 19 Plan such as NE can usefully indicate their views on this by selecting the appropriate box on the standard response form to clearly indicate their position.

NE agreed that a Statement of Common Ground would be helpful and is also happy to have a joint one including the EDC as well.

As a starting point, DBC will draft a DBC/ NE document in the next couple of weeks for NE input, but it will not be possible to finally agree and sign it until after 10th November Board meeting.

5. AOB

NE asked if the revised documents include NE's comments made on the Sustainability Appraisal. DBC confirmed that they do.

NE asked what the deletions to maps are in the Policies Map document. DBC replied that this just shows where the changes will be occurring on the existing Policies map, e.g. changes to Borough Open Spaces and Local Wildlife Sites and adding the new SSSI.

NE asked if DBC are doing a Statement of Common Ground with the EDC. DBC confirmed this, discussions are ongoing and progress is good so far.

Environment Agency

13/01/2020

Dartford and Environment Agency Duty to Co-operate Meeting

2pm on 13 January 2020 – Dartford Civic Centre

Beth Alexander	Environment Agency
Laura Edwards	Environment Agency
Amy Field	Environment Agency
Lindsay Peddie	Environment Agency
Mike Wilkinson	Environment Agency
Mark Pullin	Ebbsfleet Development Corporation
Mark Aplin	Dartford Borough Council
Andrea Wright	Dartford Borough Council

Minutes

1	Overview of TE2100 Plan and aims	
	<ul style="list-style-type: none"> There are 3 options for a new Thames barrier: current location; Long Reach; and Tilbury. Long Reach is currently EA's preferred location but EA is considering viability and exact locations. Further clarity will be provided when the 10 year review is published in 2022. The review is also considering which climate change scenario should be applied. 	
2	Current adopted Local Plan and TE2100	
	<ul style="list-style-type: none"> Dartford Core Strategy 2011 and Development Policies Plan 2017 refer to flood risk and safeguarding land for flood defences (see policies CS6, CS24, DP2, DP11 and supporting text), including TE2100. N.B. Para 6.15 of the DP Plan refers to TE2100 and development design relative to flood defences. 	
3	National Planning Policy and TE2100	
	<ul style="list-style-type: none"> Paragraph 157 of the NPPF requires plans to safeguard land from development that is required, or likely to be required, for current or future flood management. 	
4	Current Local Plan Consultation Draft and SFRA	
	<ul style="list-style-type: none"> EA would like DBC to consider how to make the Local Plan stronger in terms of safeguarding land for and inland of future flood defences. The EA would like to safeguard land behind the defences to ensure there is enough space to maintain and raise them in the future. It was suggested that there is a need for a 40-100m zone depending on the type of defence but it is possible for development to be located closer depending on the proposal. The issue is that developers have unrealistic expectations of how close to flood defences they can build. Example of safeguarding in the Castle Point Local Plan (though this did not proceed to adopted), Barking and Dagenham masterplanning, City of London Riverside Strategy. Example of the former Littlebrook Power Station site where the flood defence will be raised to 8.5m (worst case scenario) and the development can be located closer to the defence. 	

<ul style="list-style-type: none"> • EDC would like to know the EA's expectations for Swanscombe Peninsula. • EA can share the document showing what levels they are currently planning to. • DBC are consulting on the Preferred Options Local Plan from 10 January 2020 to 21 February 2020. DBC prefer not to take an overly detailed approach in Local Plans. • If EA wish DBC to consider a more specific safeguarding approach in the new Local Plan, EA should respond to the Preferred Options Local Plan including evidence/ justification/ examples for including such an approach. • DBC will be commissioning a new single SFRA. The brief will refer to EA's modelling work on the Thames Estuary (tidal), Dartford Creek (tidal) and Dartford Town Centre (fluvial). DBC to liaise with EA (Mike and Beth) on the brief. 	EA
	EA
	DBC/EA

10/03/2021

***Dartford Borough Council – Environment Agency Duty to Cooperate**

10 March 2021 (virtual meeting)

In attendance:

Mark Aplin (DBC)

Andrea Wright (DBC)

Laura Edwards (EA)

Aderopo Aderin-Lawson (EA)

Beth Alexander (EA)

1. Dartford Local Plan Update

The Dartford Local Plan has been published (Regulation 19) and the period for comments runs until 9 April 2021.

The Local Plan period is to 2037, i.e. 15 years after the anticipated adoption date of 2022. The approach involves a lot of continuity from existing Local Plan – Core Strategy 2011 and Development Policies Plan 2017.

Structure: 4 strategic policies:

- Policy S1 is spatial strategy includes key diagram and overall approach, no GB release apart from 2 gypsy and traveller sites, focus development in north urban area in most sustainable locations, particularly regeneration in Dartford Town Centre and Ebbsfleet
- Policy S2 relates to infrastructure – significant delivery issue for DBC given previous growth
- Policy S3 is on climate change
- Policy S4 sets out the amount of development, including residential provision of 790 dwellings per annum based on capacity of sites set out in the SHLAA and a significant amount of extant planning permissions. It includes the requirements for 80% or more of residential development to be on brownfield land. The Core Strategy set out provision of upto 865 dwellings per annum.

Central Dartford Chapter:

- 3 of the 4 strategic allocations. The Lowfield Street and Westgate sites already have planning permission/ resolution to grant permission. Additional site allocation at Priory Shopping Centre for retail and residential uses.
- Some strategic policies around legibility – D1 and D2.

- Policy that is centred on an area around the railway station and the River Darent (policy D7). This includes a specific requirement to improve environment of the River Darent and design of the river bank etc. A diagram is included.

Ebbsfleet and Swanscombe Chapter:

- Strategic allocation at Ebbsfleet Central includes commercial and transport hub
- Policy E6 relates to part of Swanscombe Peninsula. Proposed extension of open space designation over northern and central part. Some brownfield land opportunities in the southern part of the peninsula. Policy sets out criteria for development including contamination, flood risk etc. Local Plan is not supporting/allocating the London Resort proposals but these have moved forward now. If it receives consent and construction starts construction then DBC will review the plan, i.e. consider if a new plan is required. Table 11 sets out the triggers of 2022-2024 for Local Plan review in this instance.

Development Management Policies:

- A number of these may be of interest to the EA (see below).

2. Climate Change Policy S3

- One of the strategic policies
- Overarching approach with the more detailed approach in the Development Management policies
- Includes references to sustainable location of development, green and blue infrastructure and flood risk management. The latter refers to the sequential approach (making an exception for development which will have wider sustainability benefits, e.g. regeneration of Central Dartford) and flood defences. Infrastructure diagram (see below) shows flood defences

3. Flood Risk and Riverside Design Policy M4

- Development management policy
- Includes: approach to river frontage; flood defences; TE2100; approach to development in areas of flood risk (in accordance with NPPF); and SUDS

EA raised a number of points as follows:

- Whether the upgrading of flood defences includes raising.
- Riverside strategy approach. First part of policy M4 is intended to deal with this in a strategic way. DBC do not wish to commit to it at this stage until there is a better understanding of resourcing implications, responsibilities for delivery etc but can continue dialogue with EA in relation to this.
- Welcome recognition of need for early engagement with the EA on riverside sites (para 5.43)
- May be a need to clarify that flood dispersal openings (referred to in para 5.40) do not include voids through a footnote in the plan
- Reference to Thames Barrier in para 5.44 should say by 2070 rather than beyond 2070. DBC cannot safeguard the area affected until there is more certainty that a barrier in this location will come forward and it is clearer what land would be required for its implementation. DBC is maintaining Green Belt and has not

assessed or carried out a strategic Green Belt review. This could be a matter for the next Local Plan.

- SUDS could create ecological features in the Thames Corridor. Para 5.121 refers to multifunctional Green and Blue Infrastructure.
- Habitats along the rivers should be references. Policies M4(1) and M15 would apply. DBC made the point that they are trying to keep the plan succinct and seeking to avoid repetition. The plan needs to be read as a whole. Increasing the level of detail adds risk.
- Some local authorities require 20% biodiversity net gain. DBC did consider this but need to consider viability/ deliverability of development. There is some work being done on this (by Kent County Council/ Kent Nature Partnership) but DBC's approach is to start with the delivery of 10%.

4. Infrastructure Diagram

- Background text to policy S2 includes an infrastructure diagram (Diagram 2). Shows flood defences which is also reflected in policy S2
- EA pleased to see flood defences in relation to TE2100 but note that the text does not refer to the need to raise the defences by 0.3m by 2040. Would also like the barrier to be referred to on the diagram. DBC stated that paragraphs 5.43 and 5.44 refer to a possible future barrier.

5. Dartford SFRA

- A new SFRA has been published as one of the evidence documents to support the Publication Local Plan.
- The EA have been closely involved and provided input into the SFRA.

6. Strategic and SHLAA Sites

- DBC has published a new SHLAA and previously carried out a consultation on the methodology which includes location and suitability criteria.
- New sites are relatively limited in number due to the number of permissions but it does identify some new medium sized sites around Dartford Town Centre.
- One site excluded on flood risk grounds (The Vicarage) as a result of work on the SFRA.
- Biffa site, south of London Road, Greenhithe, has been ruled out. The recent report by the developer did not take on board the approach suggested at a previous meeting with DBC and the EA.
- Tarmac owned part of Ebbsfleet Central (former Northfleet landfill site) is within policy E4 and is earmarked as a potential park for Ebbsfleet Garden City. It is likely that the developers will push for residential development on this area.
- Policy M2 (3) addresses land contamination issues.
- Some references in area policies to naturalisation/ restoration of rivers, e.g. D1 (Central Dartford Strategy) and E2 (Ebbsfleet Garden City Development Principles). The policies do not necessarily contain a lot of detail given previous planning permissions for sites.

7. AOB

- EA raised the issue of future provision and management of GI. DBC states that the Local Plan focusses on what can be achieved through development. EDC are looking at longer term management of GI within Ebbsfleet Garden City. The Dartford Infrastructure Delivery Plan will be updated so EA's comments may be better directed towards that.

- EA queried whether DBC was planning on producing any further SPDs. DBC is not planning any at this stage as the current priority is to get the new Local Plan adopted.
- The South East Marine Plan is referred to in the Publication Local Plan. It is understood that this is due to be adopted soon.

30/09/2021

DBC-EA Duty to Cooperate Note of Teams Meeting – 10am on 30 September 2021

In attendance:

Sophie Page (EA)

Mark Aplin (DBC)

Andrea Wright (DBC)

Dartford Local Plan Update

- DBC provided an update on the new Dartford Local Plan which has been re-published for consultation following Natural England's notification of the Swanscombe Peninsula SSSI in March 2021. The main changes are to the Ebbsfleet chapter but there have been other minor changes made in response to some of the comments received on the first Publication Plan. The closing date for responses is 27 October 2021.

Environment Agency's Local Plan Response

- The EA made a number of responses to the first Publication Plan. Prior to the meeting DBC had provided EA with a document outlining how it had taken on board its comments in the second Publication Plan or, if not, the reasons for this. DBC tries to keep the plan as succinct as possible and not repeat matters in different parts of the plan. The TE2100 and the potential for a future Thames Barrier at Long Reach are addressed in the Plan. It would be helpful if the EA bears this in mind when responding to the re-published Plan. If there are parts of the plan which EA support then it would be helpful if this is made explicit.
- Some of the matters raised by the EA could be addressed by including information on the DBC website so that developers are aware of the need to take advice from the EA on flood risk issues at the pre-application stage.
- Policy S2 refers to infrastructure documents. It should be noted that the Local Plan is supported by the Infrastructure Delivery Plan (IDP) which is a living document and is regularly updated. This is focussed on the short term delivery and funding of infrastructure. DBC is also starting work on a future infrastructure strategy which will be a longer term and more flexible document than the IDP. DBC likely to contact the EA as it takes this document forward in the future.
- EA will make comments on the re-published Local Plan.

Potential Statement of Common Ground

- DBC noted that a number of plans in Kent have recently failed on the basis of non-compliance with duty to co-operate requirements. Statements of Common Ground (SOCGs) are needed to demonstrate duty to co-operate prior to plan submission,

particularly with neighbouring authorities. This can alternatively sometimes be supported by respondents directly answering the applicable question on the standard response form, as the EA helpfully did in its representations on the February 2021 Publication Plan. There also possibly can be more technical SOCGs as the examination on the plan progresses. EA to find out if it has any SOCGs with other authorities in Kent – agreed not to commence an SOCG at present unless EA indicate.

Actions

- EA to find out if it has any SOCGs with other authorities in Kent.

Dartford Transport Modelling/ Study

20/05/2020

*** Note of Review meeting – Dartford Local Plan Transport Assessment 20 May 2020**

Attending

- Gary Heard Stantec
- Angela Coull Kent Highways
- Mark Aplin DBC
- Tania Smith DBC

The purpose of the meeting was to review progress on preparation of phase 3 of the study and to discuss a draft paper prepared by GH on the approach to be applied to trip generation, distribution, mode share and shift.

KCC initial comments/questions

Overall, after a brief review of GHs draft document, KCC considered the methodological approach to transport modelling proposed to be acceptable. GH invited Kent Highways to submit any subsequent concerns/ questions to him directly following the meeting.

- Graphs at 5.1 - why is the % difference for car drivers 58% and 59% for internal and external (respectively) yet the actual number of external trips is double that of internal? **GH to check**
- GH confirmed that appropriate TRICS matrices based on sites outside of Greater London had been identified. All agreed, taking into account that Dartford was located on the London boundary that these matrices would therefore provide a robust 'worse' case scenario in terms of vehicle trip generation.
- Need to ensure parcel distribution centre matrices trip rates are incorporated for proposed B8 floorspaces. All agreed this required some consideration taking into account the kinds of B8 use within Dartford.
GH to investigate the magnitude of difference in trip rates between B8 and parcel distribution centre matrices and make a recommendation on the approach to be applied.

Other queries

GH clarified that mode share scenario 2 applied a 40% sustainable mode share assumption to trips originating from development within the EDC to locations with Dartford only. The degree of mode shift achieved in for EDC development would be applied proportionately to other development growth in Dartford, which meant that mode share levels in these areas would be less than 40%.

DBC asked that more clarification be given on the mention of 'neighbouring towns' in the draft document. **GH will add further details** into the draft document to explain which and why they were included.

Approach to be taken to the recently released LTAM supplementary consultation model (CSM)

DBC to find the recently updated cordon and supply to Stantec.

It was noted that the LTAM CSM had not been made public. However, as already noted by Stantec, in the earlier update note on the approach to be taken in transition from stage 2 to stage 3. The LTAM team had provided a public overview of the changes made, which at that stage indicated that no or very little change had been made to the Dartford base data. It was noted that the 'differences report' published by the LTAM team said that the main development areas had been updated.

Particularly taking account that vehicle trips within Dartford are strongly impacted by external traffic flows, and with regard to the risk of challenges to the base data used at subsequent LP Examination; all agreed that Stantec would need to review the new data to identify changes required to the current Dartford cordon baseline. MA requested an understanding of timing and cost to the 2 options for review set out in GH's paper.

GH to set out cost and brief outline of project tasks and timing.

Overall taking into account DBC and KCC general acceptance to the approach proposed by Stantec and taking into account that the Kent Strategic model would not be available to LPAs until Spring/Summer 2021, the use of LTAM data to provide the basis of the Dartford strategic transport model continued to be appropriate. Subsequently to the meeting AC provided an email update setting out that an suitable alternative approach, to the Kent model, would be acceptable to KCC.

GH questions to DBC about some non –residential uses

- The need to forecast a more refined understanding of B1 uses between a to c. All agreed the objective was to ensure a reasonable worse case scenario was included in the assessment. The need for refinement would need to understand the sensitivity of different uses in trip generation rates.
GH to consider and provide recommendations to the approach to be taken. DBC will provide an update where considered necessary.
- Bluewater – forecast type of leisure use. All agreed, particularly post Covid, that it was impossible to provide clarity to the forecast.
GH to review the extent of difference between various applicable TRICs matrices, consider the extant consent and provide a recommendation to DBC.
- All agreed this was an important matter to agree upon due to the potential impact on the Bluewater junction with the A2. However it was noted that the outline permission was in place with CIL charging and S106 in place.

Swanscombe Peninsula and the proposed LR

DBC to discuss and come back to Stantec regarding the approach to be taken to SP and the proposed LR. A sensitivity test could be applied to consider the impact of LR at SP. DBC would need to consider what the high growth scenario should forecast for SP.

Mode Share Scenarios

- It was agreed to apply a generalised 15% mode shift to the base model in favour of sustainable travel modes for mode share scenario 1. DBC felt that LP/development management measures, changes to travel patterns being promoted by Gov strategy across the LP period etc, provided the potential for such a level of change. This

together with Fastrack data, census data and any other evidence would be set out in a fuller narrative to be included in the study at a later stage. This level of shift would in general result a mode share of 30 to 35%. It was noted that KCC accepted development transport assessments with a 10% shift applied. GH to identify if this was a general approach in England or wholly a Kent approach.

Liaison with Highways England

The proposed meeting/ presentation to HE, EDC and KCC on the study and methodology before scenario model runs, is to still to go ahead, although timing uncertain at this stage. Timing to be agreed once progress had been made on the various issues highlighted in this note were resolved.

DBC would construct an update note to be sent to HE and other parties in advance of an update meeting. This would be done after DBC had agreed with Stantec the work to be undertaken in response to the LTAM update.

[Note reproduced below, as sent in the form of a letter, for this document.]

Transport Update Letter 24/06/2020

Sent by DBC (T Smith) to

Highways England (N Walkden and J Burgess),

EDC (M Pullen) and KCC (D Joyner and A Coull)

Dear Colleague,

Re: Update on the Dartford Local Plan Transport Assessment Project

Context:

Dartford Borough Council has been progressing the Dartford Local Plan Transport Assessment project in conjunction with its consultants, Stantec. The project will conduct relative scenario testing through strategic transport modelling to assess future traffic impacts on highways in and around Dartford District. Scenario testing will consider potential development growth arising from Dartford's emerging Local Plan, together with potential changes in the levels of sustainable and active travel trips from new development areas during the plan period.

Maintaining cooperation and the collaborative approach to the study, this note provides an update of progress on the project, in advance of a 'live' presentation on progress towards scenario testing of the Dartford base Saturn model. Partners will be provided with an overview of the development and modelling assumptions proposed to be applied in stage 3 Local Plan option testing of the project. The Council is aiming to facilitate this meeting (likely to be 'virtual') and discussion time as soon as possible, after review/update to the base and forecast year model is completed (see 1 below). We will take on board feedback from this update, and can address any key issues arising at the meeting.

Project Update:

A Stage 1 and 2 update meeting ((base year and forecast year - current situation model) was held on 4th October 2019 for officers from DBC, HE, Kent Highways and EDC together with the Council's consultants. A note of this meeting and actions arising was sent to all those attending. Due to events and the time that has elapsed since this meeting, an interim update to partners is provided below. Further details will be provided at the presentation event, where partner input will be welcomed and will be reviewed before Stantec embark upon LP scenario and sensitivity testing (stage 3).

1. Stantec are reviewing the recent 2020 supplementary consultation LTAM modelling update and subsequent recently received updated Dartford cordons. This is likely to require an update of the Stage 1 and 2 base and forecast year matrices, etc. as it has identified differences in network performance and traffic flows, informed by an update to the main development areas within the area of influence. DBC are discussing options regarding update with our consultants.
2. An initial detailed forecast of Local Plan growth with forecast development type and mix, and location has been prepared. This differentiates between consented schemes, longer term forecast sites/ locations for growth.
3. A detailed assessment of this forecast against the LTAM uncertainty log has taken place and those LP developments already featured in the 2036 LTAM forecast have been confirmed.
4. A draft interim stage document on the Saturn transport modelling approach developed during Stages 1 and 2, together with NTS, has been compiled by Stantec and reviewed by DBC and KCC officers. Questions/ concerns raised by partners in the 4th October meeting have been reviewed and addressed. The interim report will be used in the final draft Strategic Transport Modelling report.
5. In preparation for option testing, stage 3, Stantec have considered suitable TRICS data and application of trip rates. Recommendations have been discussed with DBC and KCC highways.
6. A review of mode share and potential for mode shift during the LP period has been undertaken. Sources reviewed include Census data, TRICS data, current sustainable transport and active travel data, and business and action plans produced by partners regarding future initiatives. Local partners have agreed, in principle, that mode share should be applied differentially to the

Dartford model, based on location of development and potential to switch to non-vehicular trips.

7. Two mode shift variants for sensitivity testing have been identified based on this and other data such as current trip types and distance within Dartford district.
8. An initial informal grouping of local partners who will identify appropriate and deliverable mitigations to achieve modal shift within Dartford, is set to take place imminently. The Council expects the outputs will inform stage 4 of the project 'identifying appropriate mitigations', LP policy, the Infrastructure Delivery Plan and strategic priorities regarding development contributions, and other future partner initiatives.
9. Stantec are currently producing a draft detailed methodology note for the stage 3 work.

I hope this progress note provides partners with a useful overview of work to date, and ongoing with regard to the Dartford Local Plan strategic modelling. As indicated above the Council will convene a presentation and discussion event to which partners can contribute and comment on preparation work and identification of assumptions to be applied to modelling. This will take place as soon as any update to the base modelling is completed. In the interim, please feel free to contact me or Tania.smith@dartford.gov.uk

I would be grateful if you could circulate this update to all people within your organisation who have an interest in Dartford's Transport Assessment.

Yours sincerely

MARK APLIN

Planning Policy Manager

14/10/2020

MINUTES

Meeting Title: Dartford Local Plan Strategic Modelling update

Invitees:

Mark Aplin	(MA) Dartford Borough Council
Lukman Agboola	(LA) Dartford Borough Council
Tania Smith	(TS) Dartford Borough Council
Stephen Dukes	(SD) Dartford Borough Council
Angela Coull	(AC) Kent County Council
David Joyner	(DJ) Kent County Council
Mark Pullin	(MP) Ebbsfleet Development Corporation
Nigel Walkden	(NW) Highways England
Gary Heard	(GH) Stantec
Gareth Elphick	(GE) Stantec

Date of Meeting 14th October 2020 (14.00 start) Job Number 46416

Item Subject Actions

1. MA gave an update.

Looking at Regulation 19 submission next May, unless accelerated to February due to the possible changes to housing numbers from central govt.

2. GH gave presentation on work to date and next stage. Slides appended to these minutes and can be summarised as:

- Stantec brief
- Previous consultation
- Stage 1 update (redone with Supplementary LTAM model)
- Stage 2 update (redone with Supplementary LTAM model)
- Stage 3 methodology

Stage 1 and Stage 2 reports to be issued for comment. → *GH Action*

A technical note of Stage 3 methodology to be issued. → *GH Action*

3. Discussion / Questions

NW – Asked about the base model validation.

GH – It is a Stage 1 report rather than an LMVR per se. The HE LTAM from which it is cordoned has an LMVR associated with it.

GH – However, the Stage 1 report has an appendix that shows the observed count data and model data and associated GEH statistics.

NW – Although census data is real data, it only applies to commuting journeys. Hence, there is merit in using inherent LTAM distribution as this will contain other journey purposes. Using a combination of the two would work. Will review the report when it comes through.

NW – The mode shift scenarios sound reasonable / ok. Are the targets achievable or aspirational?

GH – The 15% must be considered achievable / realistic as a typical Travel Plan start point as 10% is typically a Travel Plan target and this area has good sustainable transport links. The 30% is more of a 'stretch' target, but is consistent with aspirations of Ebbsfleet etc. The work being done will show a range of network operation with different mode shift assumptions and hence guide the thinking on level of mode shift that will be deemed necessary. It will then be for measures to be suggested that will facilitate achieving these mode shifts.

NW - We would like to see some evidence to support the 15% / 30% assumptions. Look at the Sustainable Towns studies. This will document mode shift achieved for a range of measures (Worcester, Peterborough and Darlington). Will find that mode shift effect reduces as journey gets longer and alternatives reduce.

DJ – Agree with NW comments.

DJ - The extracted TRICs data should try and avoid sites with existing Travel Plans. Although appreciate this may limit the available sample sizes.

DJ – The Fastrack mode shift data shows biggest effects for people living near bus stops. Personal Travel Planning also seems to have quite an effect on mode shift – would this be a Local Plan strategy?

GH – PTP would typically be something that a developer will often suggest when developing a Travel Plan for their site.

DJ – Census data is getting quite old now. A combination of census data and LTAM data would be preferred.

DJ – How does LTAM distribute traffic.

GE – Mobile phone data is used by LTAM for distribution.

TS/LA – From a DBC perspective the mode shift should be achieved as much of the development is within the town centre and Ebbsfleet Garden City – where associated infrastructure is planned and hence mode shift should be achievable by building upon the work already underway (Fastrack, green corridors studies, cycle infrastructure etc). The presence of Ebbsfleet as already committed was highlighted. Additional Local Plan quantum is relatively small.

GH – Travel trends are also changing towards sustainable modes, particularly amongst the younger generation.

MP – At EDC perspective we have been thinking about whether mode shift targets could be more ambitious than those currently put forward by developers.

MP – There needs to be vision / hope. Future trends is an interesting point with car use reducing.

NW – Will development traffic be furnished?

GH – No, trips will be used from TRICS and proportioned appropriately. No trips will be deleted / lost.

[NW - left the meeting at 1500.]

4. MA - discussed timeline. Need to make sure that all stakeholders are promptly informed and able to comment promptly on reports to be shared.

GH - Stage 3 modelling targeted for end of Nov.

MA - Next meeting: Potential interim ones but a full meeting in early Dec to discuss Local Plan and sensitivity modelling outcomes and implications for Local Plan and infrastructure planning.

07/01/2021**Meeting Title** **Dartford Local Plan Modelling – Update with HE Spatial**

Planning Invitees Mark Aplin (MA) Dartford Borough Council

 Tania Smith (TS) Dartford Borough Council

 Stephen Dukes (SD) Dartford Borough Council

 Nigel Walkden (NW) Highways England

 Gary Heard (GH) Stantec

 Gareth Elphick (GE) Stantec

Date of Meeting **7th January 2021 (10.00 start) MS Teams****Job Number** **46416**

Item	Subject	Actions
1.	<p>Introduction</p> <p>GH - Highlighted purpose of meeting, namely to seek further agreement from HE on fitness for purpose of the stage 1 (base year) and stage 2 (forecast baseline) modelling.</p> <p>A Powerpoint presentation was used for reference (attached). This had a general approach of showing the comments received from HE on stage 1 and stage 2 and a Stantec response.</p>	
2.	<p>Stage 1 (base year) and Stage 2 (forecast baseline) presentation</p> <p>GH took the meeting through a set of power point slides related to stage 1 and stage 2 work. The slides are attached and not repeated here other than for the points below:</p> <ul style="list-style-type: none"> • Stantec have used the best available tool, namely the HE's LTAM model, and adjusted to better suit the DBC purposes. • This has included matrix estimating to derive a 0800-0900 peak hour, a closer fit with local highway flows and a base year of 2019 • The broad role of the model is Local Plan scenario comparison, rather than scheme assessment. • The LTC team provided Stantec with their final West Kent cordon, an extract from their post ME matrices. Pre ME matrices are not available to Stantec / DBC. 	

<p>3.</p>	<p>Stage 1 (base year) and Stage 2 (forecast baseline) discussion</p> <p>Following the presentation NW made a number of comments on behalf of HE and a discussion was held as follows :</p> <ul style="list-style-type: none"> • NW will accept the updated sectors proposed in the presentation. Data should be shown for this. • NW would disagree that the LP modelling assessment is as high level an assessment as GH advises. This is on the basis that 	
	<p>Local Plans do have potential for significant demand changes. GH advised that the proposed DBC Local Plan scenarios would not result in a significantly different quantum of development to the reference case, on the basis that the existing consents / sites would be able to deliver the majority of the Local Plan period requirement.</p> <ul style="list-style-type: none"> • Whilst NW is not expecting absolute WebTAG compliance, he would like to see the principles of WebTAG followed, in particular the summary data advised by Table 5 in WebTAG M3.1. This will provide an informative on the performance of the model and allow NW to consider its appropriateness for intended use. • NW is trying to rule the use of the model in, rather than ruling it out. This will require the data from Table 5 to inform the purposes for which the model can be accepted by HE. <p>GH advised that some of the data that is advised by Table 5 has already been provided and this shows that the journey length distribution changes very little as a result of the ME process – generally tenths of a percent. The more pronounced changes in the AM (compared to PM) are likely to be due to the peak hour being changed.</p> <p>GH advised that the remaining data from Table 5 (cell changes plotted) and a more refined sector to sector summary can be provided. This additional data would still be based upon the changes generated by the Stantec ME work on the basis that the raw prior matrices have not been provided by the LTC team. NW accepted this point.</p> <p>NW confirmed that whilst he understood the ME process created a more accurate representation of the local highway network (GEH values) his remit is the strategic road network and this is where his focus is. NW not concerned about the local highway network model performance.</p> <p>NW re confirmed HE's position that the DBC reference case model should comprise existing development / flows plus consented development quanta. This is what the proposed Local Plan scenarios should be compared against.</p> <p>GH pointed out that the LTAM reference case may be higher than the LP scenarios in some areas. Ebbsfleet permission and build out was discussed on the basis that LTAM includes "permitted up to" floor areas which would not necessarily be built out. SD clarified this point.</p>	

4.	<p>Stage 1 (base year) and Stage 2 (forecast baseline) way forward</p> <p>The discussion moved on to how this process / work can be moved forward. The following discussion was had:</p> <p>NW confirmed that the use of a model, as has been demonstrated, is preferable than using a more basic spreadsheet model.</p> <p>NW has to consider what would be acceptable if a model is not available – this would generally be baseline counts with growth factors applied and a manual assignment of development traffic added. The modelling process is preferable to this.</p> <p>NW would however, need to consider how the model is used if he is still not content with its performance when he is provided with the remainder of the Table 5 data, particularly with respect to redistribution once LP traffic is</p>	
	<p>added. NW suggested a frozen baseline assignment approach could be considered if this was the case. This would freeze the baseline model flows as is, and then overlay the development traffic on top of this. This would remove the effects of baseline traffic redistributing as a result of development traffic being added.</p> <p>GH asked how the development traffic distribution would be derived and whether this could be extracted from the model run with the development included. This was confirmed as acceptable by NW and would be better than a manual exercise.</p> <p>GH advised that Stantec would provide additional data in line with Table 5 and this may provide NW with the confidence to accept the use of the model as is.</p> <p>Once NW has been provided with the additional data he can take a view as to whether this is sufficient to allow the model to be used as is, or whether the method of overlaying development traffic onto a frozen baseline is required by HE.</p> <p>GH advised that DBC would like to avoid having a model that KCC are content with (ie the current one) and a different model that HE are content with. Stantec would like to agree the current model with HE if this can be achieved through provision of the additional data.</p>	
5	<p><u>Stage 3</u></p> <p>The Powerpoint presentation by GH had additional slides to cover the Stage 3 comments raised by NW.</p> <p>GH and NW discussed these trip rates. NW advised that some of the vehicle trip rates looked a little low and this may be due to the multi modal sample size extracted by Stantec.</p> <p>GH advised that vehicle trip generation rates could be extracted using larger sample size by also including surveys with vehicle trip rates only. The non vehicle trip rates would be kept as already reported.</p> <p>DBC have advised that around 60% of the B8 floorspace will be parcel distribution.</p> <p>It was agreed that the evidence already reported (Sustainable Towns Study) was appropriate and that this would be reported in the Local Plan submission to provide evidence for mode shift assumptions.</p>	

6	<p><u>Summary / Way forward</u></p> <p>Progress made during the meeting. It is accepted that more evidence is to be provided with respect to WebTAG Table 5. This will be prepared and submitted by Stantec.</p> <p>A view can be taken by NW when Table 5 data is presented as to whether the model can be accepted as is, or will need restrictions / compensatory measures placed on its use by HE. Frozen baseline for example.</p> <p>Stantec / DBC would have a strong preference for using the model as it is (and already agreed with KCC) rather than creating a different model for HE assessment.</p>	
	<p>Vehicle trip rates to be reviewed for Stage 3 by including larger sample size where appropriate.</p>	
7	<p><u>AOB</u></p> <p>TS asked NW how LTAM model submitted for DCO is being assessed by HE Spatial Planning. TS also noted that this model has most of the Dartford consents included.</p> <p>NW highlighted the difficulty of whether LTC should be deemed as a committed scheme or not.</p>	

11/02/2021

Dartford Local Plan Transport Evidence Update Meeting 11 February 2021

Attendees

- David Joyner Transport & Development Planning Manager(W Kent) -Kent Highways
- Angela Coull Principal Transport Planner -Kent Highways
- Mark Aplin Planning Policy Manager -DBC
- Tania Smith Senior Planner (temporary) -DBC

The meeting was convened to provide a forum for DBC to report on progress on the transport modelling project and for the Highways Authority to provide input to DBC on the evidence base approach. The key areas of discussion/agreement were;

- DBC reported that the updating of Phase 1 and 2 of the study in response to the 2020 LTAM update had subsequently led to further technical queries from Highways England (HE)
- DBC consultants have sought to action these queries and provided responses regarding reasonableness of the base model outputs. However, this additional work had led to delays in the Local Plan scenario modelling outputs in the run up to the Regulation 19 consultation of the Local Plan.
- DBC was confident that based on the response of the consultants to provide assurance of reasonableness of the project approach for the purposes of Local Plan assessment, and taking into account the close overall alignment between an updated Dartford reference case and LTAM development quanta; justified pressing forward. Additionally taking account of current assessment evidence in the area, the risk of unforeseen highways impacts arising from modelling were extremely low.
- KCC confirmed their comments to DBC's consultants during stages 1, 2 and 3 of the project to date have been taken on board and appropriately been responded to. It was agreed that the DTLTAM enhancement resulting from early stages of the project, provided the scope to examine local network impacts.
- KCC welcomed a planned update note by DBC on overall transport strategy and known impacts, plus the production of a draft Dartford sustainable transport strategy that would pull together policy, stakeholder plans and progress plus schemes to provide a holistic overview of sustainable transport potential in Dartford.
- DBC confirmed its intention to continue update and engagement with Highways Authorities during the Regulation 19 process and beyond.
- Taking into account the level of provision and forward planning, KCC considered the potential for sustainable travel improvements/ mode shift as great in North Kent as anywhere in county
- KCC discussed the Kent wide model progress – Work on the model had reached a conclusion and a suitable consultancy/supplier was currently being sought to provide a modelling service, based on the area wide model, to Local Authorities. (KCC provided more information to DBC following the meeting).
- KCC agreed that Dartford strategic modelling is not required to model London Resort highways impacts and that a 'Local Plan without London Resort' scenario was an acceptable for Local Plan modelling.
- KCC were reviewing information released by London Resort – overall this looked insufficient at this stage but further information was expected and would need to be reviewed.

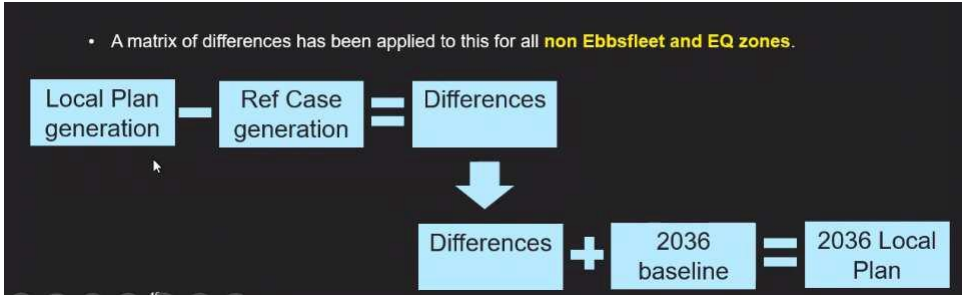
15/03/2021**Title: Dartford Local Plan Modelling – Progress meeting to update HE Spatial Planning and KCC Highways**

Invitees	Mark Aplin (MA)	Dartford Borough Council (DBC)
	Tania Smith (TS)	Dartford Borough Council (DBC)
	Stephen Dukes (SD)	Dartford Borough Council (DBC)
	Nigel Walkden (NW)	Highways England (HE)
	Kevin Bown (KB)	Highways England (HE)
	Janice Burgess (JB)	Highways England (HE)
	David Joyner (DJ)	KCC
	Angela Coull (AC)	KCC
	Mark Pullin (MP)	EDC
	Gary Heard (GH)	Stantec
	Gareth Elphick (GE)	Stantec

Date of Meeting 15th March 2021 (14.00 start) MS Teams

Job Number 46416-5501

Item	Subject	Actions
1.	<p>Introduction</p> <p>MA gave an overview of the Local Plan timeline and the current consultation in progress.</p> <p>Regulation 19 published 26th February 2021 and scheduled for comments to be received until 9th April 2021.</p>	
2.	<p>Stantec work</p> <p>GH revisited the completed work with a Powerpoint presentation used for reference (attached).</p> <p>Stage 1 and Stage 2 were revisited. Stage 2 now split into 2a / 2b representing Baseline / Reference Case.</p> <p>Stage 2b – the 2036 Reference Case was clarified. Dartford Reference case changed from LTAM 2036 with up to date understanding of current consents. Felt provides a good basis for relative comparison with the Local Plan.</p> <p>Stage 3 methodology has been adjusted with respect to the agreed Trip Rates and the Distribution assumptions have been adjusted. Overall stage updates have reflected HE and KCC comments / advice.</p> <p>GH showed graphs of the land-use quanta across the scenarios (DCLTAM, Reference Case and Local Plan). The Local Plan residential quantum is higher than LTAM Uncertainty Log and Reference Case. Other land-uses are now lower.</p>	
Item	Subject	Actions

	<p>Stage 3 methodology - GH outlined the distribution and JTW census proportions for Dartford.</p> <p>GH outlined the Retail trip distribution. Retail trips, with the exception of Bluewater, are kept local such that the retail uses serve the communities within which they sit.</p> <p>The matrices were formulated as below (from attached Powerpoint)</p>  <p>GH explained that the EQ and Ebbsfleet zones are handled differently, using absolute trip generation for these zones added onto the 2019 matrix values for these zones.</p> <p>GH confirmed that the mode shift scenarios are as previously discussed / advised:</p> <ul style="list-style-type: none"> • Standard TRICS (ie no mode shift) • Core mode shift (15%) • High mode shift (30%) 	
3.	<p>Progress</p> <p>Model outputs imminent for Stage 2b (Reference Case) and Stage 3 (Local Plan).</p>	
4.	<p>Interim Questions</p> <p>NW asked why the Local Plan scenario was lower than the reference case.</p> <p>TS explained that the consents for EQ and Ebbsfleet had consents / permissions that are higher than likely to be built out. This is explained in the submitted DBC background paper.</p> <p>NW sought to clarify the comparison that would be used. GH confirmed that Stantec have been instructed to compare the DBC Local Plan with the DBC Reference Case, and hence some of the land use differences applied would be negative (reduction).</p> <p>NW questioned whether the Reference Case should include all of the consented development if it is unlikely to be built out, even for a scenario where the Local Plan doesn't come forward. Alternatively, what if all of the consented did come forward at Ebbsfleet / EQ – should the Local Plan show a lower than consented quantum as included in the Reference Case? HE questioned whether the Reference Case should be an updated version of existing consents considering likely build-out, rather than assuming full consents.</p> <p>TS – DBC appreciated it was an unusual situation and indicated that the potential for an alternative Reference Case showing the latest understanding on the highest land use quanta, would be kept under review. [Post meeting comment – The DCLTAM assumes full consents are built out]</p>	
Item	Subject	Actions

	<p>KB highlighted that EDC now owned the Ebbsfleet land and therefore EDC could control this development. There was potential for an unilateral undertaking not to pursue the original consented quantum with a new development proposal expected to be submitted in the near future. The mechanism for control at EQ is more difficult. However, taking into account reserved matter consents and advanced master planning, DBC believed a justified position on latest projection of maxima quanta could be provided in coordination with the EDC.</p> <p>GH - In terms of modelling, existing trends have been taken forward.</p> <p>JB asked about jobseeker data. Can DBC fill the proposed jobs with the residential proposed in a similar way to the existing Census data patterns or would vacancies arising lead to a greater number of trips into the Borough?</p> <p>MA – confirmed that DBC would review job seeker data, but confirmed that there was a very large pipeline of existing commercial consents and no target for additional employment set in the Local Plan. Dartford already was a net importer of employees and this had been reflected in the transport modelling assumptions. M21 and 22 employment policies set requirements on transport impacts.</p> <p>KB questioned the 2036 horizon – should it be 2037 assuming a 2022 adoption.</p> <p>MA suggested that the zero / minimal Local Plan build-out towards the end of the 15-year period makes this distinction relatively insignificant. GH confirmed full build-out is included in the modelling.</p> <p>KB asked about whether London Resort is included. GH advised that LRCH is not included and MA confirmed why this is the case. Most of peninsula is defined as protected open space and the London Resort is not included in the Local Plan. There is a trigger to review Local Plan if LR gets permission and it is implemented. However, it was acknowledged that all parties would continue to liaise regarding onward transport impact assessment as the DCO supporting evidence becomes available.</p> <p>KB asked about 2011 census and whether it can be confirmed with later data.</p> <p>NW confirmed that the 2011 census data is still the most up to date data available and can be used.</p> <p>GH confirmed that with and without LTC scenarios are both being modelled.</p> <p>Junction 1a improvement not included – Stantec would review proposal if one is agreed by HE.</p>	
5.	<p>Dartford Local Plan transport background paper (Agenda Item 3)</p> <p>MA highlighted this paper as a summary of on-going Stantec work, other work and local knowledge. This provides a ‘discussion’ document lodged with Reg 19.</p> <p>DBC would happily receive any comments from the highway authorities.</p> <p>KB – It is worth DBC referencing the Howbury Park rail freight interchange Inspector findings on adverse impact (appeal decision) within their transport background paperTS - noted</p>	
6.	<p>Stantec next steps</p> <p>GH outlined the proposed analysis of both the SRN (HE network) and local roads (KCC network – A and B class roads).</p> <p>The SATURN modelling outputs to be included in Stage 2b and Stage 3 reports were outlined and would show worst case impacts as a starting point. These include the SRN junction throughputs for A282/M25 corridor and the A2 corridor</p>	
Item	Subject	Actions

	<p>in Dartford borough and A / B roads on the LRN within Dartford Borough. V/C values will also be identified and reported.</p> <p>A brief overview of Stage 4 (mitigation) was outlined. This will look at areas / junctions where the inclusion of the Local Plan is predicted to push the highway network over, or bring it back under, capacity.</p> <p>GH discussed mode shift as part of the mitigation package. It may be the case that modelling shows mitigation can be achieved with mode shift rather than identify need for more physical measures already identified through STIP and acknowledged areas for improvement such as junction 1a.</p> <p>KB asked about the interplay between SRN junctions. GH highlighted that this should be accounted by reassignment within the SATURN model.</p> <p>KB – We will need to understand that “x” development, requires “y” mitigation, unless monitoring “z” proves otherwise. He referred to a recent ‘monitor and manage’ strategy agreed by HE and provided as a planning condition at Medway Innovation Park, as a good example.</p> <p>KB promoted the ‘monitor and manage’ approach, particularly post-COVID where future trip rate generation was likely to change. AC noted new research highlighting ongoing reduced trip generation levels (see AOB).</p> <p>TS discussed the significant role of sustainable transport in the area, both presently and predicted. A draft sustainable transport strategy was in progress and aimed to provide an overview of policy and local interventions/projects by partners which were underway or planned. JR asked for early sight of this as it develops.</p> <p>Local Plan policies, in requiring monitored travel plans with strong proposed actions, would encourage use of toolkits to achieve mode shift. DBC would continue to be mindful of lessons learned as EQ’s monitor and manage tool kit approach was applied during later stages of development delivery.</p>	
7.	<p>AOB</p> <p>JB asked about timeline of Transport Strategy in relation to Local Plan, particularly in relation to current consultation which finishes on 9th April.</p> <p>MA highlighted that Local Plan submission is due in summer. DBC would provide TA findings and identify any unforeseen issues with partners as soon as possible. It expected that engagement would continue as the Plan is prepared for submission.</p> <p>TS confirmed that draft sustainable transport Strategy is not part of current consultation. Can be put together in conjunction with pending output and ongoing discussions with highway authorities and other partners.</p> <p>KB would seek a SoCG before Local Plan goes to examination, including assessment, infrastructure implementation and ‘monitor/manage’.</p> <p>Junction 1a identified as a key issue. JB highlighted that the Junction 1a working group is different from the Local Plan assessment.</p> <p>TS and JB confirmed general engagement will continue between stakeholders (DBC,KCC, HE and would take account of the findings of the LP TA</p> <p>AC revisited the reference case. Sought confirmation that there is no infrastructure included that would not materialise if some floorspaces were provided at reduced levels. Confirmed it was noted that the highway projects</p>	
Item	Subject	Actions

	<p>included were associated with consented development and not linked to final quantum.</p> <p>AC also mentioned the latest TRICs report and downward trend of trip rates which means that over engineering of mitigation measures has been happening.</p> <p>SD discussed work of N Kent Transport Group. Local authorities in close proximity to the LTC proposal are questioning LTAM assumptions on development and seeking modelling of alternative scenarios. Not deemed needed for Dartford work.</p> <p>KB noted LTC are considering clarity on their reporting.</p> <p>The historic STIPS package was discussed (Lee Burchill and Abigail Roscoe at KCC are contacts). SD noted only unallocated scheme is Thames Way dualling. AC to provide KB with last STIP Monitoring Report and contact details at KCC.</p> <p>Is a replacement governance/steering group and funding model required going forward? SD confirmed it was now being incorporated into the Fastrack Advisory Board.</p> <p>MA – summarised meeting, and thanked participants for input.</p>	
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23/03/2021

DBC Strategic Transport (Duty to Cooperate) Meeting

Tuesday 23rd March 2021, 9:30am

Attendees:

Catherine Smith	– (CS) Medway Council
Andrew Bull	– (AB) Medway Council
Peter Smith	– (PS) EDC, Ebbsfleet Development Corporation
Geoff Baker	– (GB) Gravesham Borough Council
Tony Chadwick	– (TC) Gravesham Borough Council
Angela Coull	– (AC) KCC
Shane Hymer	– (SH) KCC
Mark Aplin	– (MA) Dartford Borough Council
Tania Smith	– (TS) Dartford Borough Council
Stephen Dukes	– (SD) Dartford Borough Council

1. Dartford Transport Strategy

Dartford Publication Local Plan

TS gave an overview of the current Local Plan that is currently out for Regulation 19 consultation until 9th April. The document is made up of 2 parts – Strategic Part A and Development Management Policies (taken from the 2017 adopted Development Policies Plan) that have been taken forward in more detail taking account of lessons learned with a particular focus on management of impact by employment uses. Modal shift is a key focus in the plan and current highways improvements acknowledged. No specific highways schemes have been identified. It is unlikely that unforeseen impacts are likely to emerge through the LP Transport assessment. However, there is potential for the assessment to highlight impacts arising from the Plan at Junction 1A where ongoing partnership working is already reviewing potential for future improvements. The Town Centre work is underway and is one of the STIP schemes. Swanscombe Peninsula – the Council had assessed limited development with large scale green infrastructure which will be reviewed if permission is granted and implemented by the London Resort. This approach is identified in the Plan.

Local Plan Transport Evidence

As part of the Local Plan evidence base a background paper has been published providing an update of transport modelling evidence. HE and KCC have been taken through this and agreement has been reached on the technical aspects. LTAM was updated last year and the areas of focus from the Core Strategy were incorporated in the uncertainty log. In comparison, the updated Local Plan forecast includes a reduction in commercial floorspace amount and the housing number is 1000 dwellings in addition to existing consents. This is due to quite a few long term historic consents.

IDP/Dartford Town Centre

SD stated that Dartford's IDP was reviewed in December 2020 with no major changes, with the large scale projects ongoing. The Dartford Town Centre project is expanding to include Spital Street, A2 Bean and Ebbsfleet junctions are ongoing and further work is being done on the design and funding for the pedestrian/cycle bridge at Northern Gateway. Future projects already identified in the IDP cover the evolving of Fastrack network and cycling/pedestrian infrastructure. The IDP will be comprehensively reviewed as part of the Local Plan. There are key opportunities with public transport such as improvements to Fastrack and the Fastrack Board is looking further afield outside the Garden City area. Rail is the other major area with connectivity between Ebbsfleet and Northfleet station being looked at. Also improvements to Swanscombe station and Dartford station including access, wayfinding and the possible

longer term relocation of Dartford station. The Crossrail extension is a longer term scheme that could support these local level improvements in future years.

GB queried some details provided in the Stage 1 transport assessment draft report. **Action: GB to email TS about this in more detail.** He also asked what interventions are required to support the Local Plan. Also, Stage 4 of the work doesn't appear in the transport study.

MA confirmed that this work isn't complete as yet. TS commented on interventions – Junction 1A is the main area of focus and potential intervention. Other mitigations will focus on sustainable and active travel. Developers will need to provide higher levels of active travel and support sustainable travel.

SH commented that Department of Transport has published a new National Bus Strategy and this means KCC will potentially be given greater powers over fares and journey time improvements.

TC commented that extending Fastrack west and east to Medway would assist short and local trips but it will not assist in establishing a wider North Kent area bus service with the service frequency and quality of Fastrack.

SH commented that KCC has applied for a corridor review feasibility study for the Medway expansion option. Customers feel that Fastrack is different to a normal bus service and the need to keep its unique feel is important. KCC receive a departure fee from the operator to maintain and enhance the network. Whilst KCC supports the Crossrail extension for the rail network, it was keen to utilise the existing infrastructure fully, including interchanges.

GB commented that modal shift is not only in the urban area, and there was a need to look at bus services in the rural area too.

AB stated he has spoken to Richard Longman of the North Kent Economic Partnership and Strood tunnel is a significant constraint for expansion issues. The Medway Valley Line needs improvements to meet current needs.

TC said that a tram service from Thurrock into North Kent is continuing to be promoted by a private consortium and a business case has been produced by a group. **Action: SH to share the document with group.**

MA asked all if the current communication channels in place were sufficient, i.e. Fastrack Board & Working Group, and other meetings such as these.

Peter (PS) asked about the SSSI issue at Swanscombe Peninsula and Ebbsfleet Central and that if enacted this could have a significant impact on development quantum. He asked how DBC is taking this into account in regards to the Local Plan.

MA responded that it is unfortunate the proposed designation has come in during the Regulation 19 consultation and a meeting with DBC and EDC is needed. **Action: Arrange meeting on potential SSSI at Swanscombe Peninsula and Ebbsfleet Central.**

AB and CS gave an update on the potential new rail services west of Medway (although some aspects are still confidential). A HIF bid has been put together after working with Network Rail and taking further advice. The scheme is linked to the new local plan work. Medway Council is now working through the technical work and forecasting. There are a number of challenges and a tight timescale but formal consultation is due. It is hoped to be operational by 2024.

2. Public Transport NW Kent opportunities

SD mentioned a number of Network Rail studies the key one being the North & East Kent Connectivity Study. Transport for the South East is also carrying out a series of multi-modal studies with the Outer Orbital and Inner Orbital studies in progress with North Kent being largely peripheral. The South East Radial Study, yet to commence, should be more relevant.

AB stated these studies were very high level with little relevance to development of Local Plans and therefore, in his view, only required a watching brief.

3. Active Transport NW Kent opportunities

TS is drawing together a 'Draft Sustainable Transport Strategy for Dartford' document which draws together policy, strategy and practical schemes to encourage higher levels of sustainable travel in the Borough over the next 10-15 years. Many of these were focused on wider area than Dartford and were being delivered through partners such as KCC and EDC. The emerging draft document includes scheme details and who is doing what, and it is hoped this can be updated over time as things change. Once the draft is complete it was expected that this could be shared with partners for comment. Overall aims include; to reduce traffic congestion, traffic safety and improve sustainable travel awareness. Schemes identified include transport by demand, wayfinding and managing impacts of developments through development management.

GB commented that the paper could be useful and would like to read it once complete. He said Gravesham is just starting a Green Belt Infrastructure Study which includes a nature recovery study and would consider walking and cycling. Consultation will include Dartford as stakeholders.

AB mentioned the 'Cone of Possibilities' approach that he developed last summer and shared through the North Kent Transport Group MS Teams site in October. This addressed the issues between place based and transport planning. It considered 4 alternative scenarios in terms of modal shift and identified a plausible scenario and a further 'desired' scenario. **Action: SH to share with group and is keen for any comments.**

AB asked if DBC is producing a walking and cycling strategy? MA responded that resources are an issue and also how we pull the information together. EDC is producing documents and Kent has also commissioned work on cycle networks that Dartford will feed into its strategy. But it was likely that this would be produced in the future, after Local Plan adoption.

AB said that he has been working with Kevin Bown at Highways England on traffic modelling and constructing a Monitor & Management approach for Medway Innovation Park. This included identifying a worst case scenarios but, taking into account uncertainties, identifies response triggers for the build out of floorspace. There will be review of traffic figures again and the approach will apply for 10-15 years. **Action: AB to share Medway's agreed strategy for the Park with partners.**

4. Gravesham Transport/Local Plan Strategy update

GB said they are currently going through the responses to the Regulation 18 consultation. They need to do more work on housing needs and updating the figures. Will be commissioning consultants to update Kent & Medway transport model. They have some high density applications coming forward within the town centre including one at the Canal Basin for 1500 units. It was likely that the Strategy would include Green Belt release. Looking to move to Regulation 19 consultation in the Autumn if all the evidence base is in place. Transport modelling would be commenced when the new Kent Strategic transport model was made

available for use by LPAs. TC added that London Resort and the Lower Thames Crossing are major uncertainties on either side of Gravesham that the Local Plan has to deal with.

5. Medway Transport/ Local Plan Strategy update

AB said they are looking to complete transport work by the end of June, although the timetables have slipped lately. Working on new scenarios of the Lower Thames Crossing modelling too.

EDC Updates:

PS said there is the ongoing Green Corridors Project, they have put forward funding and KCC is undertaking the work. The scheme is moving on to scoping Stage 4. This would include reviewing potential for improved links into Dartford and Gravesham and this would be further discussed with these authorities. There is also funding for Wayfinding across the whole of the Garden City and the EDC is keen to link this with proposals being looked at for Dartford and Gravesham to ensure consistency. Henley Camland is looking at providing cycle hire in the area. EDC is looking at Mobility as a Service (MaaS) and how this could contribute to Active Travel. The EDC is considering how MaaS could be implemented through Development Management policies, e.g. via S106 with developers providing say £1,000 per person to spend on sustainable travel modes. This could be targeted at developments coming forward in the next 5 years.

7. Next Steps

MA thanked people for attending and for the useful input and actions to follow-up on. Dartford is keen for discussions to be ongoing as per the groups that were set up last year and, if people find this group meeting useful, he would be happy to continue to meet on an occasional basis. It provides a good summary of all the parties involved and vital to this area.

- *Meeting ended.*

02/07/2021

**Meeting Title Dartford Local Plan Modelling – Progress meeting
to update HE Spatial Planning and KCC Highways**

Invitees	Mark Aplin (MA)	Dartford Borough Council (DBC)
	Stephen Dukes (SD)	Dartford Borough Council (DBC)
	Nigel Walkden (NW)	Highways England (HE)
	Janice Burgess (JB)	Highways England (HE)
	David Joyner (DJ)	KCC
	Angela Coull (AC)	KCC
	Gary Heard (GH)	Stantec
	Gareth Elphick (GE)	Stantec

Date of Meeting **2nd July 2021 (09.30 start)** MS Teams

Job Number **46416-5501**

Item	Subject	Actions
1.	<p>Introduction</p> <p>MA gave an update of Local Plan Progress.</p> <p>New SSSI now notified for Ebbsfleet area. Main impact of this for the Local Plan is the development area that the EDC can achieve with Ebbsfleet Central.</p> <p>Opportunity is also being taken to amend Local Plan in response to Representations received from previous Reg.19</p> <p>Full council on July 26th 2021.</p> <p>Re-run Reg 19 consultation.</p>	
2.	<p>Local Plan Scenarios</p> <p>GH provided an update of current work and reporting on the basis of previous discussions with stakeholders regarding the Reference Case.</p> <p>This meeting was convened to discuss the output from Stage 3 (draft report issued). GH presentation outlined what has been modelled and the initial outputs covering:</p> <ul style="list-style-type: none"> - Demand Flows - V/C Ratios - Both for Strategic Road Network and Local Road Network. <p>Modelling of the junctions on the SRN is more complex compared with junctions on the LRN. Outputs reviewed for AM and PM Peak periods and with / without Lower Thames Crossing.</p> <p>Selected junctions looked at on the SRN:</p> <ul style="list-style-type: none"> - A282(M25) Junction 1A - A282(M25) Junction 1B - A2/A2018 	NW GH
Item	Subject	Actions

	<ul style="list-style-type: none"> - A2 Bean Junction - A2 Ebbsfleet Junction - A2 Pepper Hill Junction <p>Modelling has also looked at nodes along specific corridors covering all of the “A” and “B” roads on the Local Road Network. Junctions have been grouped into 4 Categories based upon V/C statistic.</p> <p>Recommendations from Stage 3 will identify where more detailed modelling may be required. This could be done as planning applications come forward.</p> <p>JB asked if the A2 Bean and Ebbsfleet improvements had been taken into account.</p> <p>GH / GE - This is confirmed</p> <p>NW expressed reservations about the robustness of the methodology being used for establishing the Reference Case and Local Plan scenarios - in terms of the interpretation of existing permissions / consent.</p> <p>NW expressed the view that the “Local Plan” scenarios could not assume / demonstrate less development than the reference Case. NW wanted clarification regarding how Dartford BC would control the build out of development that was already consented.</p> <p>SD summarised the rationale for why the build-out for Ebbsfleet would not be able to match the aggregate consented total from all the individual sites.</p> <p>A discussion ensued on whether ‘Consented or Likely’ land uses should be modelled in the Reference Case. In the LTAM there had been some major development sites where full consent was assumed but this did not reflect an overall limit or what was taking place in reality. The LP Preferred Option had a more likely delivery approach.</p> <p>NW offered to clarify his thoughts via e-mail after the meeting (see point 3) and GH agreed to respond to such an e-mail.</p> <p>AC questioned the modelling outputs for junctions along the A206 Bob Dunn Way where existing problems were already experienced.</p> <p>DJ stated that the work presented is acceptable to KCC. Detail to be looked at, at the appropriate time, with strong policies to be implemented to encourage mode shift.</p> <p>AC no further comment.</p> <p>JB no further comment.</p> <p>SD requested Stage 3 comments ASAP.</p> <p>Next Steps - Stantec and DBC to consider the comments / issues raised during the meeting and respond to Highways England and KCC on the way forward.</p>	
3.	AOB: None	
4.	<p>Post meeting note:</p> <p>NW e-mail received 2nd July 2021 which included</p> <p><i>“We understand that the Local Plan preferred scenarios include what is perceived to be the likely build out scenario within the Borough subject to the “up to either / or” constraints above. We think that this would give a more likely underlying growth assumption if applied to the Reference Case and would then allow a like for like comparison against the Preferred Local Plan development</i></p>	
Item	Subject	Actions

	<p><i>scenario. The impacts of the Local Plan could then be transparently assessed. Without a like for like comparison, the results do not represent the impacts of Local Plan development.</i></p> <p>GH provided by e-mail on 23rd July 2021 a document setting out 3 options for the Reference Case assessment.</p> <p>NW responded to this document on the same date, confirming that either Option 1 or 2 would be acceptable.</p>	
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05/10/2021

**Meeting Title Dartford Local Plan Modelling – Progress meeting
to update HE Spatial Planning and KCC Highways**

Invitees	Mark Aplin (MA)	Dartford Borough Council (DBC)
	Stephen Dukes (SD)	Dartford Borough Council (DBC)
	Nigel Walkden (NW)	National Highways (NH)
	Janice Burgess (JB)	National Highways (NH) (JB from 11:25)
	David Joyner (DJ)	KCC
	Angela Coull (AC)	KCC
	Gary Heard (GH)	Stantec
	Gareth Elphick (GE)	Stantec

Date of Meeting **5th October 2021 (11.00 start) MS Teams**

Job Number 46416-5501

Item	Subject	Actions
1.	<p>Introduction</p> <p>MA updated the DBC Local Plan Progress.</p> <p>Reg 19 consultation ends 27th October 2021.</p> <p>Additional documents (including Sustainable Transport Strategy and revised Transport Background Paper) available on DBC website to complement modelling transport evidence. MA / SD happy to receive queries.</p>	
2.	<p>GH presentation updating the Stage 3 reporting that reflects the new Reference Case agreed with NH.</p> <p>GH - Reference Case now a lower quantum than Local Plan with lower traffic generation.</p> <p>AC questioned whether there was a change in shopping trip rates. GH will review and confirm.</p> <p>GH - The broad reporting in Stage 3b report is similar to before (demand flows and SATURN V/C), with main data in Appendices and a summary in main narrative. Examples shown as part of presentation slides.</p> <p>GH described that further detail has been included by summarising turn data rather than node data.</p> <p>AC – asked why 100% thresholds have been presented rather than 85%. GH advised this was to show over-capacity junctions, rather than those just approaching capacity. AC and GH discussed further.</p> <p>DJ - affirmed AC / KCC request that it would be useful to see junctions > 85% too. GH will follow up this query with a further response.</p> <p>SD suggested that for a Local Plan a threshold of 100% is a reasonable assumption as, in general, transport strategies for urban areas accept a degree of congestion in peak periods.</p>	<p>GH</p> <p>GH</p>
Item	Subject	Actions

	<p>During the run through of the SRN and local network individual junctions, GH confirmed that turns shown over 100% are not necessarily in all scenarios, but present in at least one scenario.</p> <p>GH described the change of categories used for the reporting. This is now based upon turning movements that are over 100%, rather than node based.</p> <p>GH outlined the Stage 4 work and reporting. This will look at the junctions identified in the stage 3b report in more detail.</p>	
3.	<p><u>Q&A</u></p> <p>NW - agreed with the query relating to also seeing an 85% threshold as raised by KCC. Whilst junctions >85% aren't over capacity, they should be raising an interest. Although NW confirmed that it is the Local Plan impact that is the main interest.</p> <p>NW – merge and diverge analysis should be presented.</p> <p>NW – will provide comments on Stage 3b report.</p> <p>NW – asked whether the effect of LTC had been reviewed. GH advised data is in the stage 3b report appendices that would allow a comparison.</p> <p>DJ / AC - will provide comments in due course.</p> <p>DJ - asked about the sustainable transport strategy. AC has seen a version and has noted that KCC comments have been added. SD advised that it is trying to be a framework document rather than overly prescriptive and some of the detailed comments received are better suited to other strategies being developed. It is a live document that will evolve over time.</p> <p>AC - asked about policy status of documents, or whether policy should be stated. How much weight does the sustainable transport strategy have? MA advised that the sentiment is understood but to include all delivery details will result in an 800+ page document. There is more in the STS than ever before with respect to developer requirements.</p> <p>JB – supported stronger emphasis in Local Plan policy on the basis that this set the tone for future development.</p> <p>AC discussed Fastrack segregation and policy position for Local Plan (re-emphasise developer responsibility and DBC expectations of developers).</p> <p>MA – recognition of where Dartford is with many of the large sites already having consent and providing segregated facilities. Practical focus is slightly different (more off-site provision than on-site).</p> <p>DJ – acknowledged the work that has already been developed through the consented major sites and supported the Monitor & Manage approach.</p> <p>MA - There are opportunities to comment on specific policies. The strategy is strong on town centre and Ebbsfleet station, concentrating development in these areas and hence getting development location right in the first place.</p>	
4.	AOB - None	

Kent County Council Planning

12/10/2021

DBC Local Plan Regulation 19: KCC Meeting 12/10/2021

Present: Sarah Platt (KCC), Mark Aplin (DBC), Jamie van Iersel (DBC), Stephen Dukes (DBC)

1. DBC highlighted the key changes that have been made to the Plan since the previous February publication Plan:
 - a. SSSI notification has impacted the whole of the Ebbsfleet Garden City chapter. The SSSI encroaches the previous Ebbsfleet Central allocation, which has been modified to exclude all SSSI land. Policy and supporting text now reference the SSSI.
 - b. A new diagram (Diagram 10) has been inserted to support the spatial strategy and evolution of the garden city, it emphasises the overall provision of green/blue infrastructure inc SSSI.
 - c. Diagram 13, Land north of Swanscombe, has been updated. Position of a review of the Local Plan in the event that London Resort obtains consent has not changed.
 - d. Alkerden and Ashmere have been allocated and diagram (Diagram 12) updated.
2. DBC provided KCC with a list of some selected changes that have been made directly as a result of KCC representations made at the February Reg 19. These are included in information which had been provided to KCC.
3. DBC provided KCC with information relating to updated studies that accompany the publication Plan. Additionally, it was acknowledged that some of these supporting documents are where more detailed information, such as the delivery of a waste treatment site, should be found, detailed projects such as these are unsuitable for Local Plan policy. A better understanding of KCC's Waste Strategy and its provisions for Dartford is needed. Further engagement on this would be welcomed. Updated supporting studies related to transport include:
 - a. The AECOM Transport Study Stage 3b work is now complete and has been shared with KCC highways already. The transport background paper has also been updated to reflect the current status.
 - b. A sustainable transport strategy has been produced. This is a framework for implementation, not a detailed project specific document.
 - c. DBC is also working with KCC on an Active Travel Strategy. This is equivalent/ similar to a LCWIP, but DBC will ensure it is integrated with Dartford strategy. It will effectively be a LCWIP in due course.
4. SOCG: DBC and KCC agreed that it will be reviewed post Reg 19 consultation if a SOCG is necessary arising from how KCC's reps are presented. It is agreed that any SOCG should be separate to any reps and focus on areas of agreement.

Kent County Council Education

22/04/2021

KCC Education Liaison

22nd April 2021

Present :- Mark Aplin, Dartford BC
Ian Watts, KCC Area Education Officer North Kent
David Hart, KCC Education

Notes

A summary of the timescale for submission of the Dartford Local Plan was provided. Submission was targeted for Summer but the declaration of a SSSI by Natural England may require a further Reg.19 publication. This is likely to take place in September/October.

The annual review of KCC's School Commissioning Plan will be started in the summer and by the end of September, KCC should have data on the pressures on education provision in Dartford.

KCC were asked if there had been any reduction in Eastern European pupil's post-Brexit which may have had an impact school numbers in Dartford. The response was that there were no indications of this. There has been a change in cross-boundary pupil movements from London Boroughs.

Stone PS - Details of topographical surveys for site at Stone Lodge have been received from DBC and KCC Property is looking at the design of the primary school for this site.

Aim is for KCC to purchase the land. It is still KCC's intention to offer the land to ESFA but Covid has delayed the announcement of any new Wave for primary school provision. A new primary school would be dependent on Government.

Access to the site may be an issue.

KCC is in discussion with Land Logical (Atlas Park development) about use of the adjacent sports fields.

KCC should have an idea about the costs by the end of the summer term.

Dartford North - The Bridge PS will definitely be one of schools to be expanded as identified in current SCP. The other school has not be identified yet but scope could be widened to include the North West primary planning group.

Gravesham & Longfield – Issues with land availability within Gravesham and existing schools have been expanded already.

KCC's current response references North West Kent with possible provision within Ebbsfleet including Ebbsfleet Academy and the new secondary at Alkerden whilst Gravesham BC sort out their Local Plan.

Comments/Actions

Duty to Cooperate Compliance Statement Appendix 6 Meeting Minutes December 2021

<u>Notes</u>	<u>Comments/Actions</u>
Eastern Quarry - KCC informed that representations have been made from developers for additional residential as the current consent for non-residential over-provides.	
Ebbsfleet Central - The provision of a new 2FE primary school is likely to be sufficient bearing in mind the expected density.	
London Resort - KCC is viewing this as a smaller development (in housing terms). Dartford was asked how it treats the impact of small/medium sized developments. This would be through CIL contributions.	
Local Plan Reg.19 Rep - The 6-8FE requirement for both primary and secondary school provision in KCC Educations response to Reg.19 publication is based on an additional 7,000 dwellings above that already planned for. This is more long-term but the provision of a site for a new secondary school would be an issue. KCC asked if there is any scope for development in villages to the south of the A2 to support smaller primary schools there. KCC has always stated that a smaller site for a new primary school within Ebbsfleet Central could be considered with possible urban design standards. Assurances sought on the process for school provision through CIL. KCC's position is that the full cost of school provision should be provided if such provision is needed for development.	KCC can provide information on the Academy school process.
Central Dartford - Glentworth Club and Priory Centre have been identified for residential but with some community provision. There is a covenant on the Glentworth Club site that limits development for charitable purposes. The owner of the Priority Centre is considering redevelopment of the site that could provide up to 700 dwellings although the Reg.19 Local Plan allows for 400.	KCC Education were looking at land availability elsewhere in particular the use of playing fields off Shepherds Lane.
Special Educational Needs - Desperate need for a new PSCN schools providing 210 places. Existing provision is currently provided by The Ifield School and Milestone Academy. Additional pressure is also being place on Rowhill school. KCC is raising this issue with other authorities such as Gravesham. Key issue is the provision of a site. The cost of a new PSCN school providing 210 places is in the region of £20m.	Request for this to be raised with Dartford Members and with neighbouring authorities.
Early Years - Need for provision outside that provided by nurseries operated within primary schools. KCC is interested in any community facilities that could be given over to early year's provision. KCC would fund even though these may be privately operated. Ian W chairs Education Asset Board. Number of sites discussed including Rowhill primary, Hextable school and The Limes. Dartford expects Livingstone Hospital to be developed in due course although there may remain some health facilities. Discussion of possibilities with hospital being adjacent to the The Limes.	Would need to bring together NHS and KCC Education.

30/09/2021

DBC/KCC Education Liaison Meeting

30 September 2021

Present: For KCC – Ian Watts, Rob Hancock, David Hart

For DBC – Sonia Collins, Mark Aplin, Stephen Dukes

Actions

Local Plan

- Further Reg.19 publication taking place. Levels of development are not significantly different to the previous Reg.19 publication.
 - Policy M9 (Windfall Sites) highlighted as being important for infrastructure providers to support as this prevents unplanned housing development impacting on education provision.
 - High level Infrastructure Statement being prepared to support Local Plan submission.
 - Whilst first 5-years of Plan are important this Statement would have a longer term view beyond forecast period of KCC's School Commissioning Plan.
 - Input from other KCC Service providers confirmed. Acknowledged that this might prove difficult but provisions in Ebbsfleet GC area, for example, needed to be clearer with EDC's focus on place-making and stewardship.
 - Environment Agency, Kent & Medway CCG, Water companies etc., would all be asked about their long term plans for Dartford.
 - Preparation of Local Plan Infrastructure Statement would also coincide with the annual review of Dartford's Infrastructure Delivery Plan to be initiated in the next couple of weeks and publication of Infrastructure Funding Statements.
- Ian W confirmed that a statement could be provided on the longer term provision for education

Stone PS

- KCC Education has been doing feasibility work on expansion of schools in area.
- Cost and logistic issues of Stone Lodge site were challenging and there had been no confirmation from DfE about funding.
- However, Ian W approached this week by DfE who have a Free School provider on board and are looking for a site. This has opened up options for primary education in Stone area but there are still issues to resolve.
- KCC Education is in discussion with other landowners. Stone Lodge site is no longer of interest. Dartford BC has gone to market on this site for its development.
- Expansion plans would meet forecast need but having an additional site for new primary school would provide greater flexibility.
- Taylor Wimpey is in process of completing due diligence on St James Lane Pit. An approach to them once they have acquired the site might still be a possibility.

Ebbsfleet Central

- Local Plan has included all of area outside SSS1 for development. This includes Car Park D.
- EDC is taking a more cautionary approach by currently focusing development to east of railway line.

- KCC Education concerned about provision within Ebbsfleet Central no longer being delivered directly by development. Concerns raised with EDC.
- Dartford BC maintains 2FE primary provision as required by current outline consent until such time as EDC submit a new outline application. This would then open up discussions about provision.

Dartford Town Centre

- Pressure on existing primary planning groups around town centre (Dartford West, Dartford North, Dartford East).
- Expansion of Dartford Bridge PS will now be going ahead. But there remains the need for a site for a further new primary school to meet planned growth in Local Plan.
- Possibility of Glentworth Club located to south of Lowfield Street development. This has charitable status restricting development. There is an adjacent playing field and Dartford BC also owns a small area of land.
- Local Plan Policy D5 supports the provision of community facility in this area.

Ian W and David H to familiarise themselves with this site.

Early Years Provision

- Key issue for KCC. Provision made within schools but does not cover full age range or hours required by parents although this has been improving.
- Private and voluntary providers are approaching KCC regarding availability of buildings.
- KCC has specific Sufficiency Officers that deal with Nursery/Early Years provision.
- Flexibility within Use Classes now mean that it should be easier to apply for Change of Use. Issues are generally parking/traffic and outside space requirements.

Ian W to put KCC Sufficiency Officers in contact with DBC for further discussion.

Special School

- Response to previous Reg.19 Local Plan indicated requirement for 100-120 places for PSCN provision. This would be in addition to the 210 places for NW Kent already identified in the SCP which are needed now.
- Existing provision at Milestone Academy (Sevenoaks) and The Ifield School (Gravesham) which are both functioning over capacity.
- Dartford is the most logical location within NW Kent for new provision particularly with growth of Ebbsfleet Central.
- There is also the need to expand provision currently serve by Rowhill School.
- Ongoing discussions with EDC not helped by existing consents which at the time did not have this issue to deal with.
- KCC's SEN Strategy is currently being reviewed.

Ian/David could you please confirm what PSCN stands for?

School Commissioning Plan

- Data for this year's review of SCP is already available and initial discussions with KCC Cabinet Member arranged. First meeting with Districts should be around end of October.
- Draft should go to KCC Cabinet Committee in November but this is still to be confirmed. Document would be in public domain at this point but an early draft could be made available.
- Figures show that demand for primary places is still growing in Dartford unlike other parts of the County.
- Figures for secondary within the SCP suggest that there are sufficient places but this does not reflect first-hand experience and should be treated with caution. Possible anomaly due to the complexity of forecast modelling.

Stephen D to provide revised Local Plan Housing Trajectory with rough breakdown of flats/houses to assist.

Kent County Council Waste

23/07/2020

KCC Waste Meeting – Developer Contributions for Waste in Kent 23/07/2021

Present:

S. Platts, H. Allard, C. Beck (KCC), M. Jessop (EDC), G. Baker (GBC), J. Gleave (SDC) D. Thomas, M. Aplin (DBC)

- The KCC Waste Local Plan takes a criteria based approach to new waste site consideration.
- They are planning for 3 types of sites:
 - One material recycling facility for the county. Currently hoping to put in the Ebbsfleet area, requiring about 3.5ha; not stated why it would be here. Seeking £38 per dwelling from all the Boros. All figures inc land cost assumptions. Aiming for 2023 delivery.
 - A waste transfer site in the Ebbsfleet area. There could be option for “short term” relief at Pepper Hill, so would be required later than the above. Seeking £129 per dwelling from all the Boros based on cost of all the new ones required in the county. If provided with the below facility, total site area required would be c 2.5ha.
 - A new household waste centre in the Ebbsfleet area. Seeking £54 per dwelling from all the Boros based on cost of all the new ones required in the county.
- KCC went through financial issues- contemporary restrictions on local and cent govt finance. Models involving part private finance for treatment/ sites delivery have been considered and some are in use but aren't the solution. DBC said expect the income generation side of waste/ cross subsidy to be addressed.
- EDC/ M Jessop pushing for econs of scale/ reduction of amount required, if all delivered collectively at 'Ebbsfleet'.
- KCC promise to contact authorities re site search at Ebbsfleet.
- KCC expecting to take it all forward through the “Developer Contributions Guide” consultation later this year. DBC stressed need to talk to CIL authorities directly.
- GBC committee recently decided not to contribute: stating the 5 tests not met. KCC state Dover, Thanet + T&M have agreed to accept the principle of making contributions.