

DARTFORD LOCAL PLAN

Duty to Cooperate Compliance Statement

Appendix 3 Duty to Cooperate Workshops

December 2021

Dartford Strategic Issues Consultation

Duty to Cooperate Presentation & Discussion

Dartford Planning Policy Team

July 2018

Programme

Background

Core Strategy Review/ other evidence

The consultation: key content

Questions/ Break

Strategic Working

Future Milestones Discussion

Why is there a need to start a new Plan?

CURRENT PLAN

- Core Strategy plans to 2026 but it is ageing (adopted 2011)
- Even with the Development Policies Plan (2017), there is a risk of more decisions being taken by central government

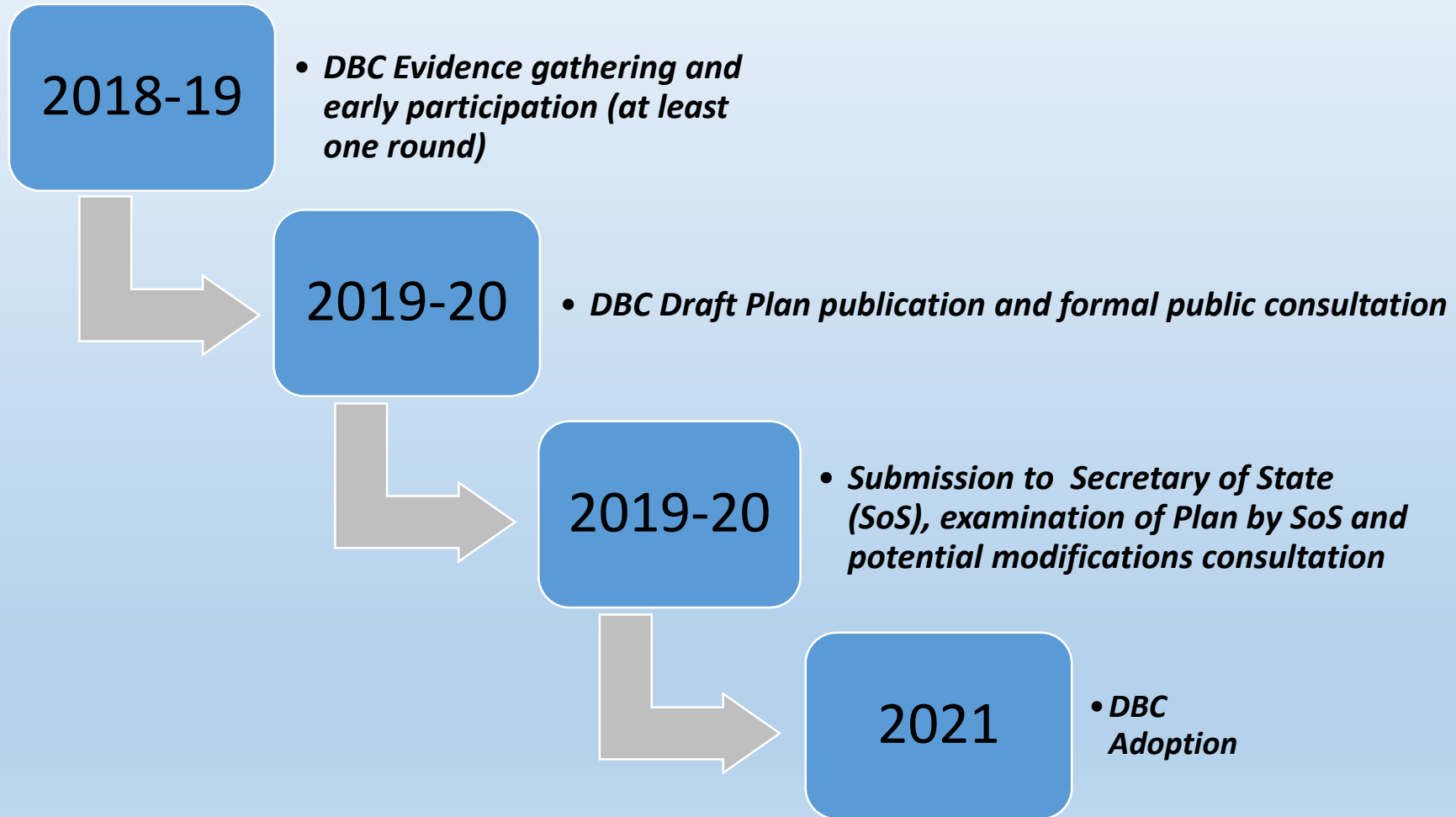
NATIONAL POLICY

- Need to plan at least 10 years ahead for supply of housing
- National policy has increasing emphasis on more housing completions, led by up-to-date Local Plans

NEW LOCAL PLAN

- It takes time to prepare a new local plan
- Need for substantial technical work and public consultation
- Likely to take 2-3 years

Timescale



Recent documents/ what we are doing now

2017:

- Development Policies Plan adopted
- Policies Map updated
- New Statement of Community Involvement adopted
- First Brownfield Land Register
- Updated Infrastructure Delivery Plan

2018:

- New Local Development Scheme
- SHLAA
 - call for sites
 - draft methodology
- Town Centre draft SPD consultation

NOW:

- Strategic Issues Consultation
- Core Strategy Review: Policy Monitoring
- Five year Housing Land Supply Draft
- Sustainability Appraisal Scoping Report
- Economy and Employment Paper
- Housing Density Paper
- Area Profiles

IMMINENT:

- Town Centre SPD adoption
- SHLAA submitted sites

Core Strategy Review: Policy Monitoring

Background

- Local Plan must be reviewed every 5 years to indicate whether a new plan is needed
- Dartford has reviewed its Core Strategy policies – draft for comment
- Review draws on:
 - Monitoring carried out in the AMRs
 - Research on delivery and infrastructure in 2016
 - Additional detailed work
- All policies assessed, and set out as one of:
 - *Early stages* – limited outputs so far, or not commenced
 - *Work continuing* – evident progress on preparation, but project needs to advance further
 - *Delivering/achieved* – complete or nearly delivered



Conclusions

- Policies on housing delivery and distribution are achieving planned outcomes
- Some delays to projects due to the recession
- Expectation of a need to review some areas, e.g. strategic retail policy

Other Evidence

Five Year Housing Land Supply Draft

- Draft for comment
- 6,441 dwellings required 2017 – 2022
- 6,712 deliverable dwellings = 5.21 years supply against the Core Strategy housing figure of 'up to' 17,300
- 3,890 dwellings required using the government's proposed new methodology

Economy and Employment

- Number of jobs growing significantly
- Low unemployment
- Significant increases in employment floorspace, e.g. The Bridge, Crossways
- High industrial land values

Housing Density

- Considers existing neighbourhoods and new developments (large and small)
- New developments average 67dph
- Some lower density new developments, e.g. Eastern Quarry phase 1
- Higher densities for developments close to Dartford town centre and train station

Area Profiles

- Statistical information on population, economy and housing
- Character of settlements, and services available

Sustainability Appraisal Scoping

- Policy and baseline review

Strategic Issues Consultation

- Series of open questions – relate to how the Core Strategy is performing and what Dartford's future approach should be
- Uses hyperlinks to relevant policies and documents
- Seeking input from Duty to Co-operate partners and infrastructure providers in particular
- Closing date for comments is 20 July 2018



Section B

Strategic Development Objectives and Issues, including cross boundary planning/ infrastructure and the protocol

Section C

Topic Based Issues including homes, workplaces, transport and community infrastructure

Section D

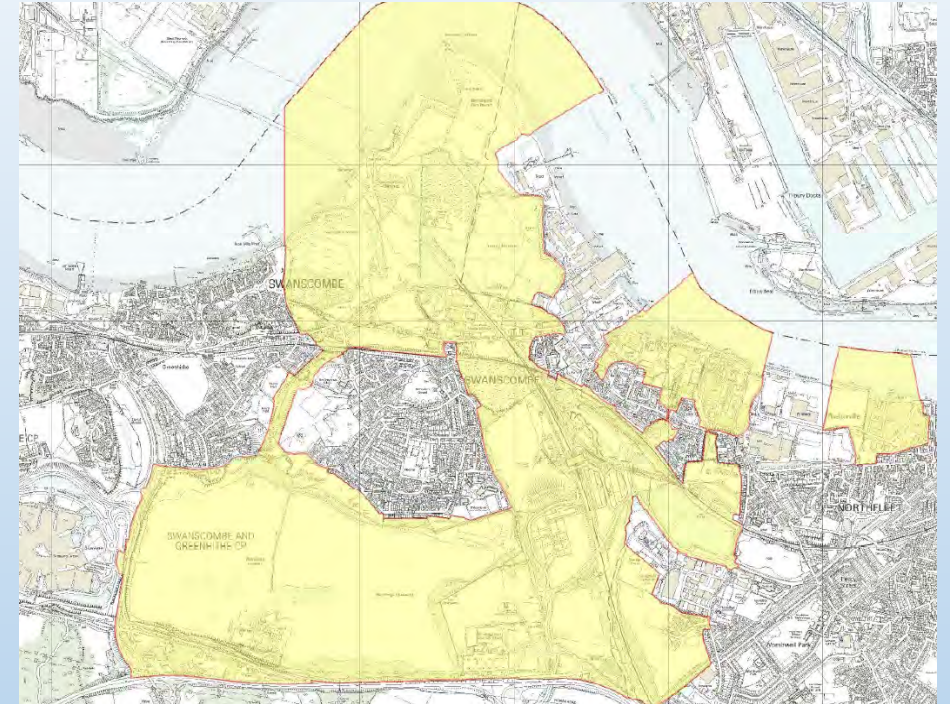
Area Based Issues including:

- Pattern of Development
- Stone, Greenhithe, Swanscombe and Thames Riverside
- Ebbsfleet Development Corporation Area
- Green Belt

What are Dartford's strategic issues?

We think important strategic (cross boundary) issues in Dartford may include:

- *Housing and Employment*: meeting future needs and the spatial pattern/distribution of development
- *Retail*: meeting future needs, responding to change, protecting Dartford town centre, considering Bluewater in the future
- *Infrastructure*: includes transport, water, education and health provision
- *Ebbfleet*: Ebbfleet Garden City extends across Dartford and Gravesham



Q3a

What do you consider is the main cross boundary planning/ infrastructure issue extending beyond Dartford for the council to work on with other councils/public sector agencies?

Housing Needs

- Policy CS10 – up to 17,300 new dwellings 2006-2026 (865 dwellings per annum)
 - Strategy to regenerate large brownfield sites (led to Used South East Plan figure) =capacity basis
- Policy Monitoring
 - Over 7,000 dwellings have been provided 2006-2018 (622 dwellings per annum)
 - Dartford has 5.21 years housing land supply (Draft: currently subject to consultation)
 - Affordable housing <30% (old permissions)
- Government proposed new methodology:
 - Figure for Dartford (2017) 778 dpa
 - Above the levels achieved so far since 2006, despite some record delivery years.
 - Above previously calculated need/ CLG ho'holds (Core Strategy: min. delivery of 585 =approx. CLG).

Authority	New Proposed National Methodology – dpa
Dartford	778
Bexley	1,723
Gravesham	508
Sevenoaks	698
Thurrock	1,158

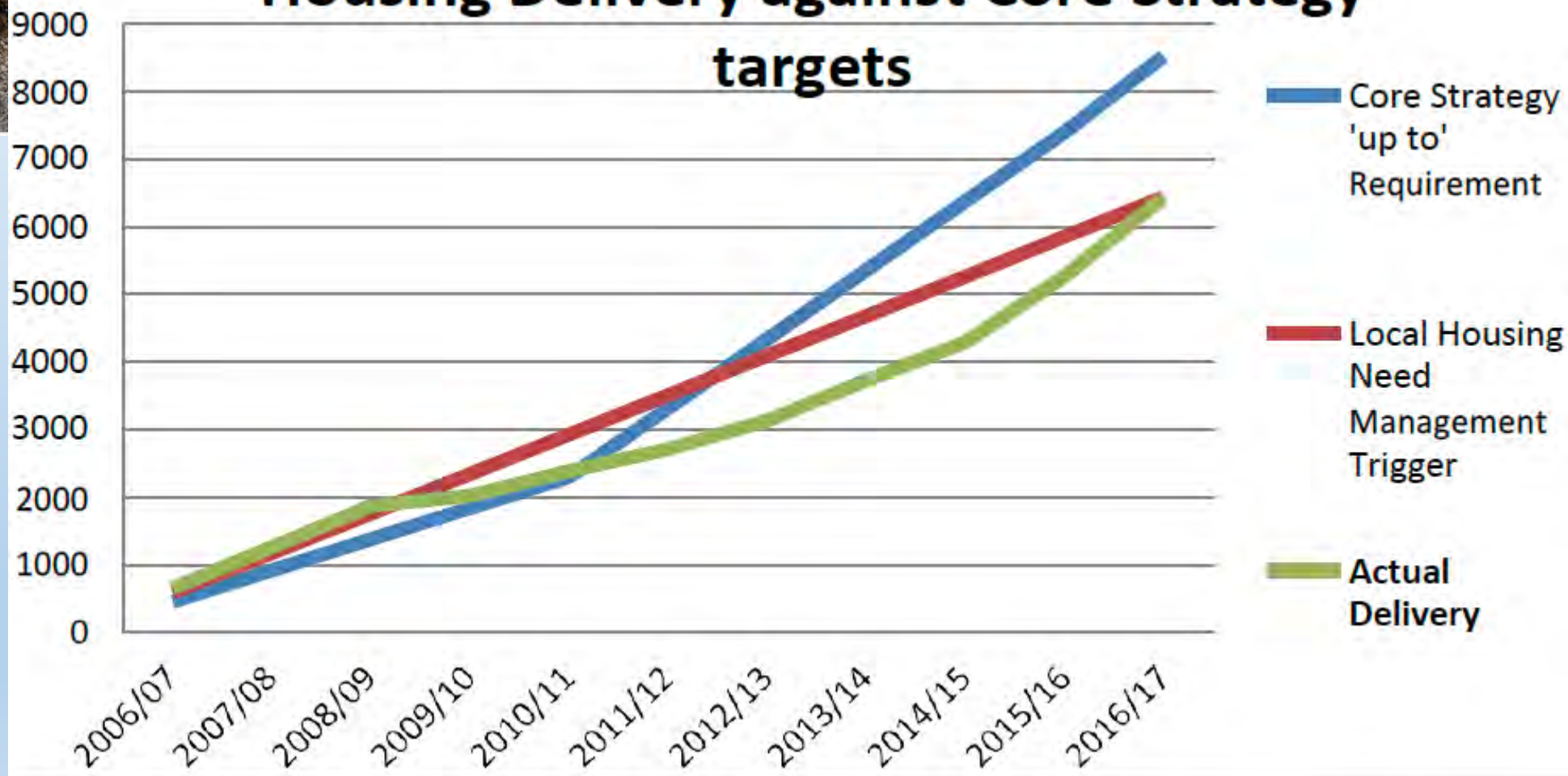
Q5

Considering available evidence on homes... what are the main respects in which the policy approach should be maintained or updated?

Housing Completions



Housing Delivery against Core Strategy targets



Employment Needs

- Policy CS7 – up to 26,500 new jobs including 750,000 sq m gross new employment floorspace 2006-2026
- Used South East Plan figure and objective: to transform the scale and character of the economy
- Policy Monitoring – 9,700 new employees 2006-2014, over 214,000 sq m gain in employment floorspace (good but no Ebbsfleet progress).

Q5 *Considering available evidence on...workplaces... what are the main respects in which the policy approach should be maintained or updated?*

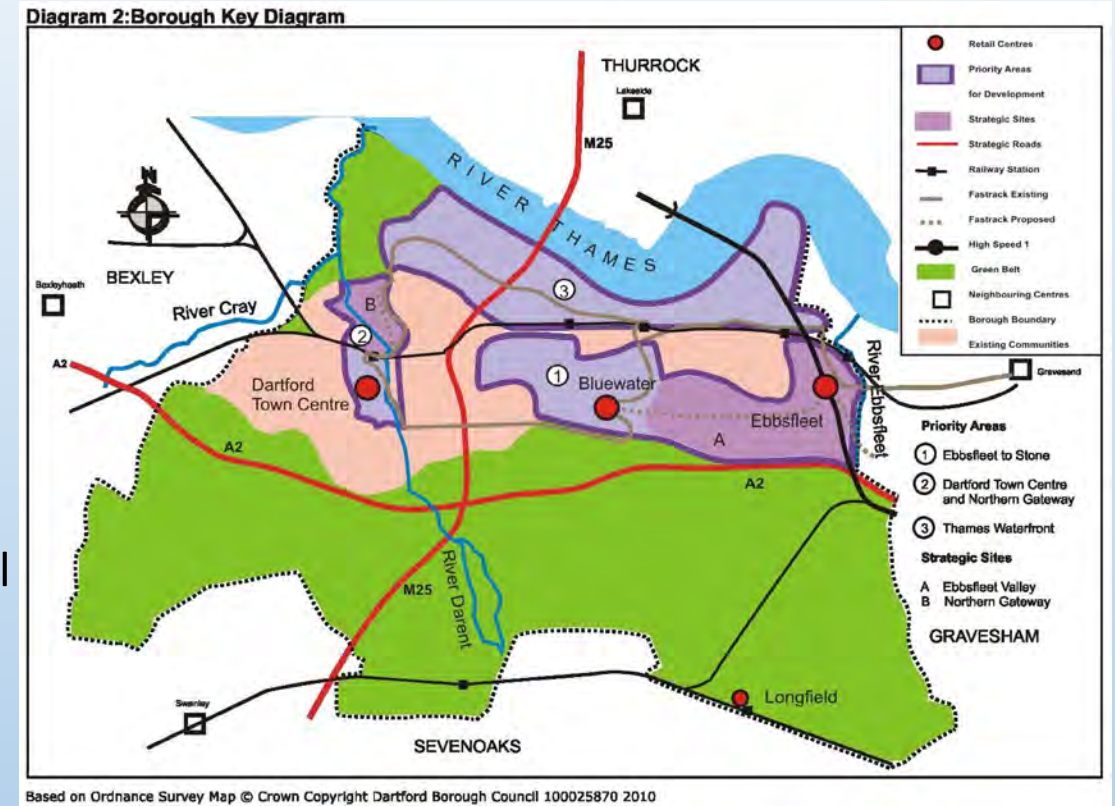
Q8a *What development is needed for the economic activities most important to Dartford's long-term economy and future quality of life?*

Q8b *Can new economic growth in the Borough be primarily focussed on sectors that will deliver development and prosperity in locations that are, or will be in future, very well served by public transport?*

Q8c *Should new economic growth be primarily focussed on sectors which match the local skills and experience of the resident workforce, so as to reduce the need for long travel to work journeys?*

Spatial Pattern/Distribution of Development

- Policy CS1 – development of 3 priority areas
- Dartford Town Centre and Northern Gateway (plus Policies CS2 and CS3):
 - Revitalise town centre and redevelop redundant land for mixed community of homes and jobs
 - Policy Monitoring – Work continuing on town centre with SPD in progress, homes and jobs are being delivered at Northern Gateway
- Ebbsfleet to Stone (plus Policies CS4 and CS5):
 - Development of chalk quarries/hospitals for residential communities, supporting facilities and jobs
 - Policy Monitoring – Homes are being delivered, provision of supporting facilities and jobs are at an early stage of delivery
- Thames Waterfront (plus Policy CS6):
 - Redevelopment of sites for mixed use development
 - Policy Monitoring – Homes and jobs are being delivered (incs some uncertain sites)



Q19

Should the focus of development generally remain on the locations identified in the Core Strategy? Are there any other feasible major alternatives?

Retail

- Policy CS12 – sets out a network of shopping centres including Ebbsfleet. Policies DP17/18 – local centres
- Dartford Town Centre (SPD adopted in 2 weeks?):
 - Vacancy declining and below average
 - Saw a loss of A1 use, largely due to the loss of a Coop store
 - Improving A3 offer
- Bluewater: a centre for specialist regional comparison shopping
 - Bluewater has seen net gains in A1 and A3 uses
 - Permission for 30,000sqm expansion to centre was granted in 2017 following Retail Impact Assessment
 - Competition from Stratford, Lakeside, Croydon Westfield permission (?)

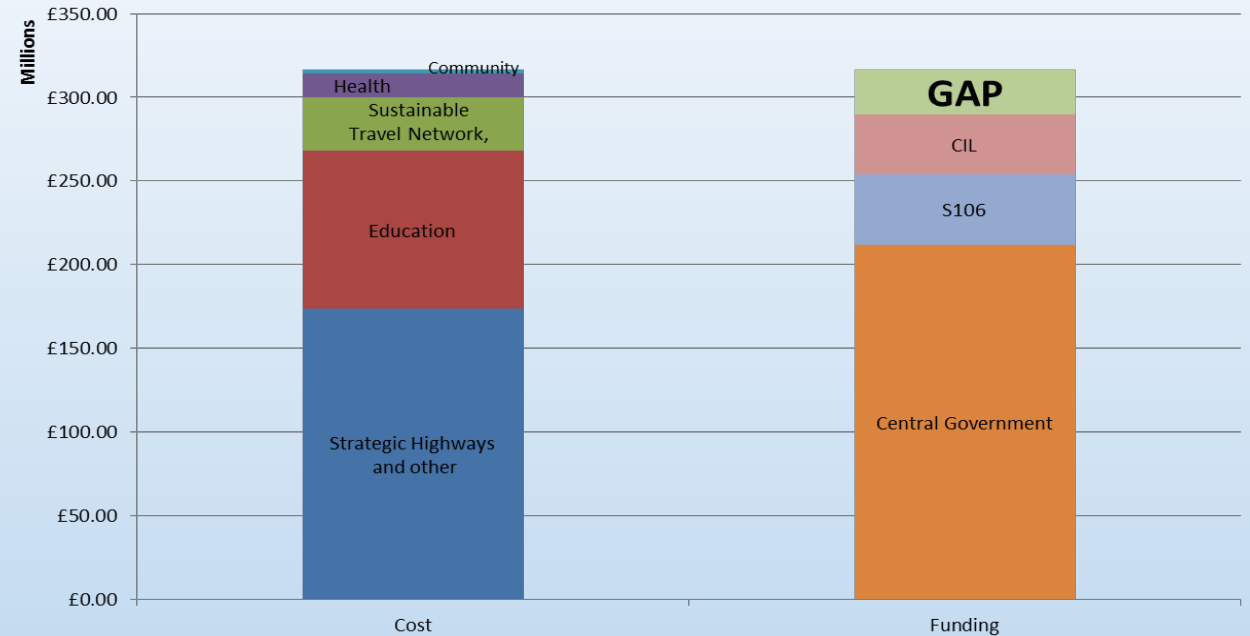
Q5

How can change be planned by the Dartford Local Plan in order for Bluewater to maintain an appropriate and sustainable role in the future as a Borough and regional centre for retail and/or leisure?



Infrastructure

- Policy (CS21) Monitoring – Large developments have community facilities planned/ implemented but work is continuing, CIL has been introduced
- Provision for communities?
 - Schools: mostly extensions at present
 - Health: New facilities currently negligible
- Existing funding gap: grows further if govt £ fails to materialise/ declines



Q10

Considering available evidence on transport and community infrastructure, including the Infrastructure Delivery Plan and Core Strategy Policy Monitoring Review, what are the main respects in which the policy approach should be maintained or updated?

Q14a

To what extent will transport and community infrastructure planned in the Infrastructure Delivery Plan meet the range of needs arising from new development in the Borough? Are there other types of infrastructure that will be required by development?

Q14b

Are there new funding mechanisms and approaches that the Council and infrastructure partners should explore to deliver the infrastructure needed in the Borough?

Transport Infrastructure

- Policy CS15 – sets out measures to manage transport demand
- Policy CS16 – relates to investment in the transport network
- Policy Monitoring:
 - Fastrack, bus services, integrated walking/cycling network
 - Improvements to train services and stations – at an early stage
 - Developer contributions and CIL are delivering funding
 - Work is continuing on funding for schemes

Elizabeth Line (Crossrail !) – will provide better links to central London from Abbey Wood in December. Exploring whether this can be extended to Dartford and Ebbsfleet: C2E



Transport Infrastructure Questions

Q11a

In addition to the planned Strategic Transport Infrastructure Programme Schemes, should priority be given to improvement projects that tackle traffic congestion at the Dartford crossing, and would this focus assist with congestion and capacity issues on the Borough's roads?

Q11b

In addition to all these improvements, what do you think are the other highway measures which could improve the performance and free running of local roads in Dartford?

Q12

How can the Dartford Local Plan best promote and encourage use of sustainable transport, such as bus/Fastrack services and cycle facilities?

Q13a

What do you think are the three most important long-term issues facing future rail services in the Borough, and why: (i) journey times, (ii) peak capacity (overcrowding), (iii) punctuality/reliability, (iv) quality of rail stations in the Borough, (v) cost of travel, or (vi) maintaining access to existing London termini stations?

Q13b

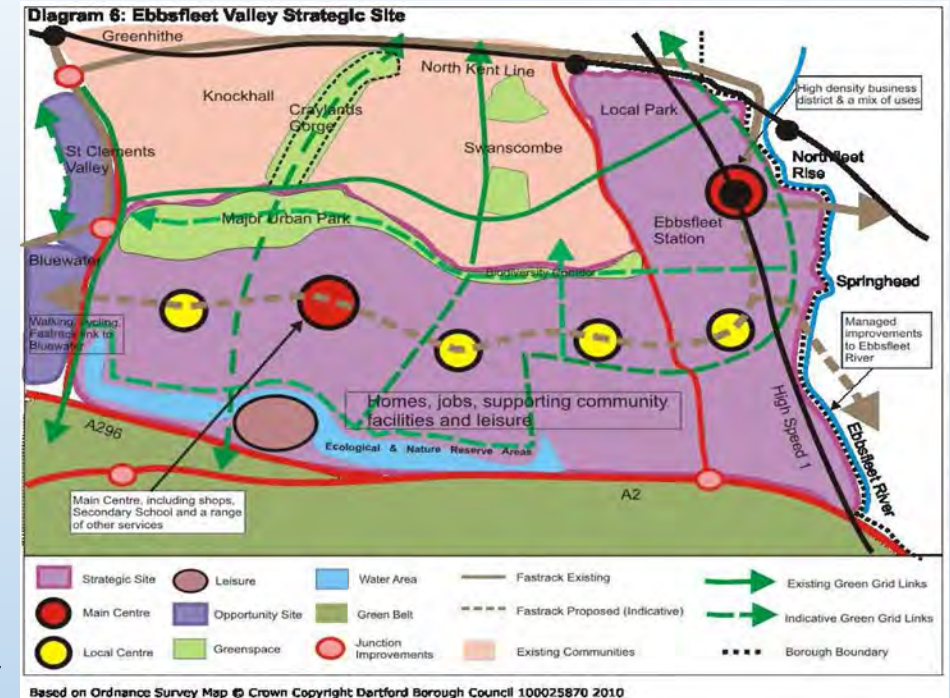
Should there be investigation as to whether some train stations on the North Kent line can be rebuilt in a new slightly different location (remaining within their local area) to provide improved facilities and access for all users, and closer proximity to major employers and the greatest concentrations of residents?

Q13c

Given the potential identified by Network Rail for a new train service linking London Victoria to the north east of the Borough, via a link based on the existing underused railway south of Ebbsfleet International, what would be the implications of exploring the route further and/or seeking private funding?

Ebbsfleet Area

- Policy CS5 – Community of up to 10,000 homes and supporting leisure and retail uses/ community facilities, plus a dense new business district.
- Swanscombe Peninsula:
 - brownfield lower density mixed use community
 - but govt accepted Leisure Resort NSIP
- Policy monitoring:
 - Provision business district, leisure and retail uses, and Fastrack links are at very early stage of delivery/ detail.
 - Work is continuing on the provision of supporting community facilities e.g. one primary school now open.



Q24a

What new planning policies are suitable and applicable for undeveloped land in the Ebbsfleet Development Corporation area in line with a modern, successful Garden City vision?

Q24b

What planning measures should be taken and tools used to ensure the sustainable development of the major development opportunity at Ebbsfleet Central (by the International Station)?

Q24b

What development and infrastructure should occur on other sites within the Ebbsfleet Development Corporation area if existing proposals/planning permissions do not materialise on them?

Questions?

Duty to Co-operate

- Maximise effectiveness of Local Plan preparation – strategic cross boundary matters
- Local planning authority must demonstrate how they have complied with the duty at the examination of their Local Plans
- Some Local Plans have failed on the basis of the lack of duty to co-operate (including in Essex)
- London – different context/ legislation. But
 - Bexley relationship with Dartford
 - New London Plan to refer to wider South East capacity?
- Not a Duty to Agree,
but increasing pressure for Agreements
- Government is proposing to require more effective joint working where planning issues go beyond individual authorities: NPPF change



Statements of Common Ground

- Draft NPPF and PPG March 2018 introduce statements of common ground

Draft NPPF (#29):

In order to demonstrate effective and on-going joint working, strategic plan-making authorities should prepare and maintain *one or more statements of common ground, documenting the cross boundary matters being addressed and progress in cooperating to address these*

- Government seek specific commitments:
 - Administrative areas covered and justification for these
 - Key strategic matters being addressed
 - Housing requirements and distribution of housing need
 - Progress in cooperating, i.e. a record of where agreements have or have not been reached
 - Governance arrangements
- Uncertainty how will work in practice in Kent/London

Co-operation - General Progress

- DP Plan: Duty to Cooperate considered at Examination but compliant and sound
- Ebbsfleet Cooperation and MoU signed with EDC, KCC & Gravesham
- Example: C2E extensive joint working
- Potential further work on strategic highways?

DBC's Protocol for Action and Communications – December 2015. Puts in writing a possible 'philosophy' or some practical actions for the Duty:

Organisations in agreement with the protocol commit to working towards the collaborative action and communications:

- Develop direct informal communication and understanding
- Review overall circumstances and future options
- Confirm applicable matters and methods collectively
- Openly sharing evidence programming and gathering
- Pursue agreement and practical outcomes

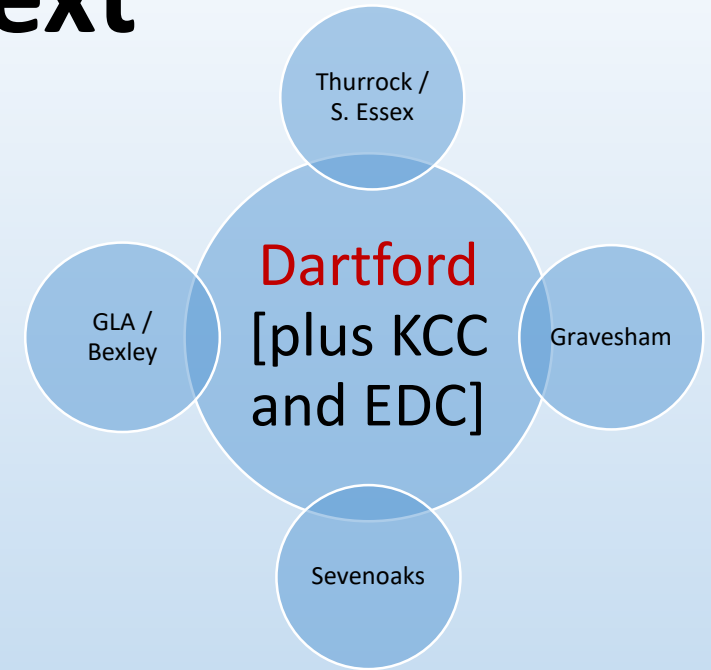
Q3b

Do you support the aims in the Protocol for Action and Communications?

Current Kent Context

Current understanding of state of play south of the Thames

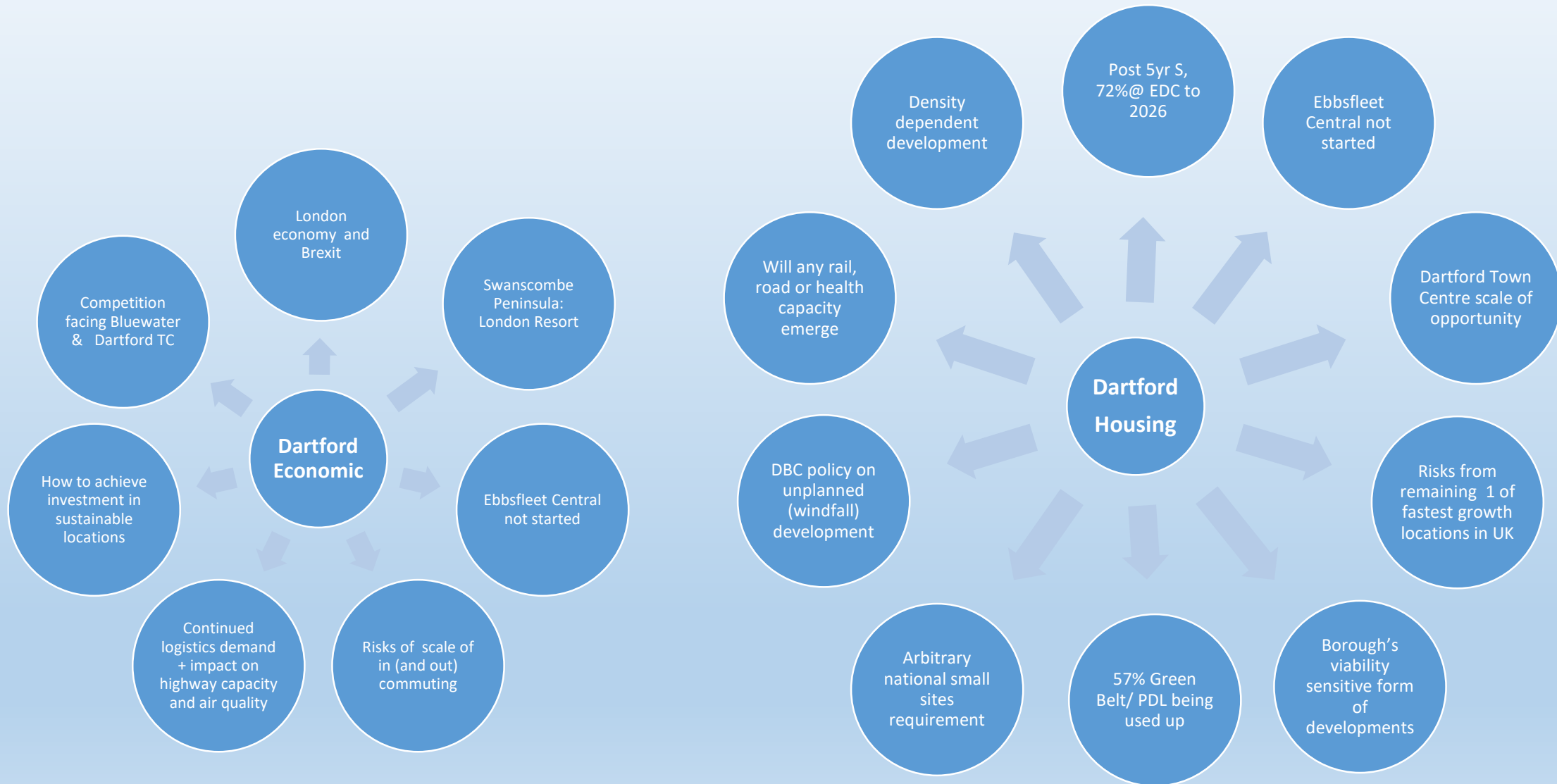
- *Bexley* – Growth Strategy (non-stat) adopted
 - Local Plan work commencing
- *Gravesham* – First (R18) consultation on Local Plan:
 - Site Allocations (broad options) just finished
- *Sevenoaks* – Draft Local Plan consultation late July 2018
- *Ebbsfleet* – Implementation Framework approved 2017. Not a Local Plan (or SPD).
- *Kent County*:
 - GIF update in place...
 - Minerals/Waste Strategy adopted [Minerals Sites Plan site options consultation early 2018, submission expected later in 2018]
 - Local Transport Plan 4 published 2017



Strategic Issues – Dartford

- Wider area context:
 - London – draft London Plan published late 2017 [EIP expected November 2018]
 - Dartford is an active participant in Wider South East Discussions with GLA
 - South Essex authorities carrying out a Strategic Growth Locations Study
- Strategic issues can be addressed in joint or individual plans
- No formal arrangements for joint planning in Kent but talk of Growth Deals / KCC
- Dartford's consultation: a new Local Plan covering the Borough's area inc EDC:
- Dartford Borough Plan- Appropriate?
 - Track record of delivery – Dartford is in the top 5 LPAs in the country for % residential growth p.a. (2008-16).
 - Despite uncertainties over sites, officers not expecting at present to ask for other LPA help in housing delivery
 - Existing and expanding channels of cooperation in place
 - Timing

Dartford's current uncertainties

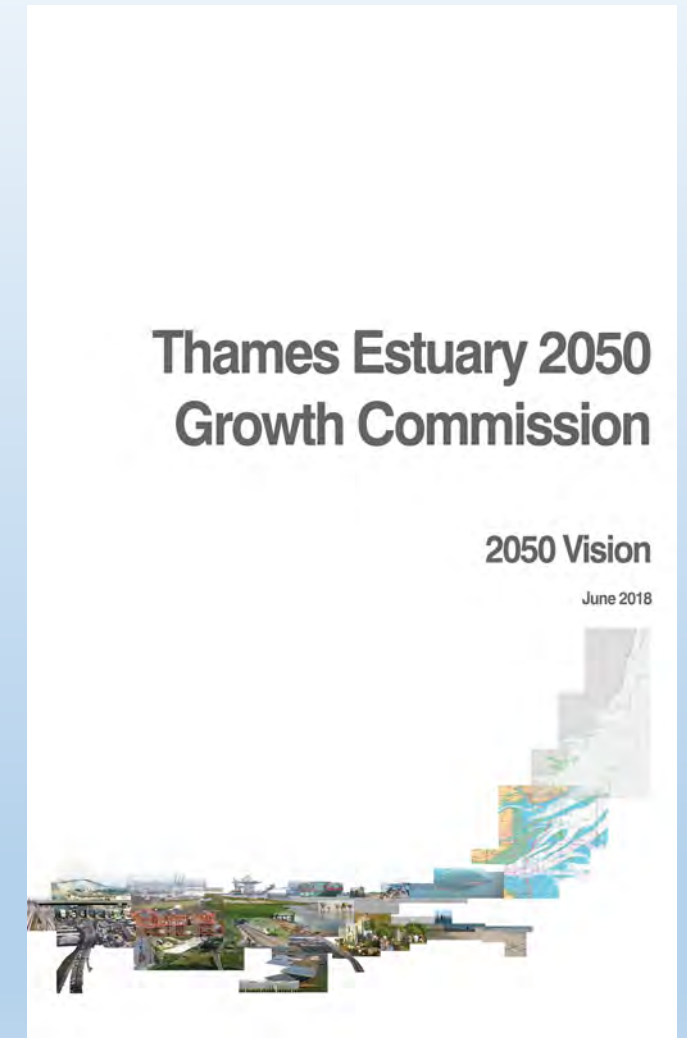


Duty to cooperate uncertainties

- Is Duty to Cooperate helping to reduce uncertainties?
- One request for Dartford to take need from adjoining Borough (3yrs ago), no news since
 - Before their SHMA/SHLAA - and now national new methodology will apply
- Mayor of London:
 - Stated intent to seek 'willing partners for growth' to help deliver London Plan
 - Still unclear at present
 - Possible C2E (TfL) context
- The 'sticks' are clearer, are there any 'carrots' at all?
 - Meaningful national best practice not disseminated/ no practical resolution mechanisms for associated impact (receiving party).
 - Examples of clear agreements not yet found on:
 - Covering infrastructure implications: CIL, new homes bonus etc always leave a shortfall?
 - Covering development management: recipient authority 'punished' again by HDT / 5yr S?

Sub regional perspective

- Thames Estuary Growth Commission (TEC) Vision to 2050 – just released:
 - Dartford is within the Inner Estuary area
 - along with Gravesham,
 - Thurrock and
 - Ebbsfleet Development Corporation
 - “A thriving and higher value *Port of Tilbury and London Gateway Port* will create opportunities for an upskilled and aspirational population. Healthy town centres will be home to creative businesses and high achieving schools. The delivery of *Ebbsfleet Garden City, including a new Medical Campus and integrated sustainable transport systems*, will bring new homes and jobs to a unique river landscape.”
 - Advocates Joint Spatial Plans in Kent and Essex
 - Notes geography in North Kent is not clear
 - Not directly featured within the Inner Estuary section
 - Authorities should work toward agreeing a preferred geography within 6 months
 - Government response to Vision due within 6 months



TEC Perspective

Inner Estuary. “Three Priorities”:

- Extension of Crossrail 1 [C2E project]
 - *“Government should provide funding for the expected £20m cost of the next phase of project development. This would enable the detailed engineering, design, land and financial modelling and legal framework to be progressed.”*
 - *“Key growth areas include Dartford town centre, Ebbsfleet Garden City and Swanscombe Peninsula.”*
- “Transport Innovation Zone”
 - Clean technology?
- Medical Campus
 - Ebbsfleet/ Kings College



With independent support received, time for direct/ formal cooperation on Crossrail 1/ C2E?

- London Plan EiP
- Bexley, EDC, Gravesham, KCC?

Questions / Discussion

Discussion (1)

*Which strategic planning/ Local Plan local outcomes will you have realistically likely achieved by the end of **2018**?*

- *Dartford:* Commissioning influential studies, major SHLAA progress. SOBC in by C2E group.
- *Sevenoaks:*
- *Gravesham:*
- *Kent CC:*
- *EDC:*
- *South Essex/ Thurrock:*

Discussion (2)

*Which strategic planning/ Local Plan local outcomes will you have realistically likely achieved by the end of **2019**?*

- *Dartford:* R18 out or strategic options clear+ capacity/needs from studies. C2E funding/SoCG progress.
- *Sevenoaks:*
- *Gravesham:*
- *Kent CC:*
- *EDC:*
- *South Essex/ Thurrock:*

Discussion (3)

*Which strategic planning/ Local Plan local outcomes will you have realistically likely achieved by the end of **2020**?*

- *Dartford:* Plan in examination. C2E clarity. CIL review position clear.
- *Sevenoaks:*
- *Gravesham:*
- *Kent CC:*
- *EDC:*
- *South Essex/ Thurrock:*

Discussion (4)

*Which strategic planning/ Local Plan local outcomes will you have realistically likely achieved by the end of **2021**?*

- *Dartford:* Plan adopted. C2E firm commitments. CIL revised.
- *Sevenoaks:*
- *Gravesham:*
- *Kent CC:*
- *EDC:*
- *South Essex/ Thurrock:*

Any other thoughts or queries?

THANK YOU FOR PARTICIPATING

Strategic Issues Duty to Cooperate Event 12 July 2018

Attendees

- Dartford Borough Council
- Ebbsfleet Development Corporation
- Gravesham Borough Council
- Kent County Council
- Sevenoaks District Council
- Thurrock Council
- Thames Gateway Kent Partnership

Issues Raised

Employment Approach and Implications for Housing

- Dartford is currently a net importer of workers
- London Resort is a key part of employment uncertainty in Dartford Borough
- There will be a need to consider the impact of the future employment policy approach on housing needs
- Current approach is based on the South East Plan and consideration will need to be given to future approach

Ebbsfleet

- To what extent is the planning permission for Ebbsfleet still relevant given that it was approved in 2002? Should consideration now be given to a different approach?
- There is a need to remember that the rail link in this location and the inclusion of Ebbsfleet International Station were funded on the basis of the provision of a business district around the station
- The consultation document recognises the need for Ebbsfleet Central to be a vibrant place.

Swanscombe Peninsula

- Uncertainties around the proposals for The London Resort
- The area presents an opportunity to maximise the use of river based transport across to Thurrock and towards London

Littlebrook

- Question over the future of this area and the viability of development in light of contamination issues
- It has potential for logistics development but this raises issues of HGV movements/ impacts on the highways network

Statements of Common Ground

- Likely to be a suite of SOCGs – topic based (e.g. Crossrail C2E), area based, individually or jointly with other authorities
- Deadlines are set out in the draft PPG but they will need to be sorted out by Local Plan submission stage

- Needs to be a political process

Plan Period

- The question was raised over the plan period given the contents of the draft NPPF in relation to housing land supply and strategic policies
- The Strategic Issues document makes a number of references to planning forward to the 2030s

Thames Estuary 2050 Vision

- The potential implications of this remain uncertain

Links between Kent and Essex Authorities

- Thurrock would like to engage in Duty to Co-operate with Kent authorities
- This is to be picked up through the Kent Planning Policy Forum

Local Plan Cooperation Workshop

Dartford Planning Policy Team

6th February 2020

WELCOME!

THIS MORNING:

Dartford Preferred Options context

Local Plan Housing & other key Evidence

How do the findings and compare with your own authority's outputs?

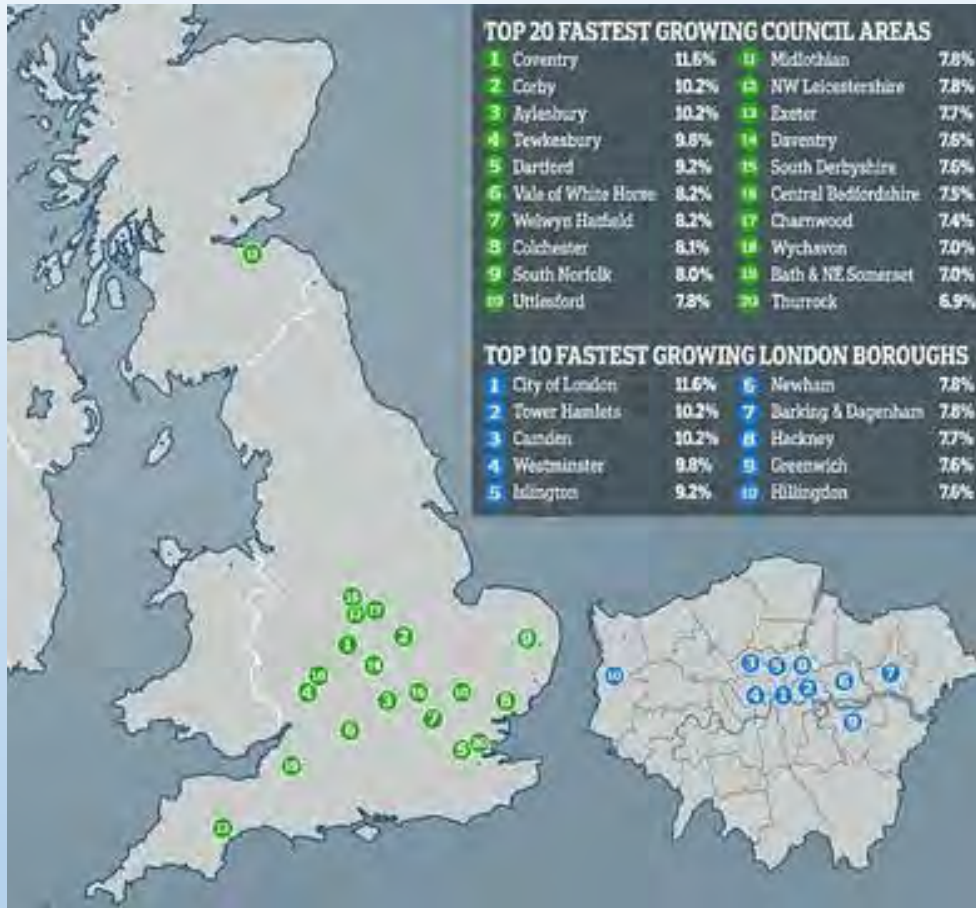
[Break]

Dartford/ Strategic Issues & Cooperation

What do you think are the next practical measures need to take further Duty to Cooperate actions in Kent, Greater London & Essex?

PREFERRED OPTIONS:
BACKGROUND

Population Growth



Growth in the last 5 years (to 2018)

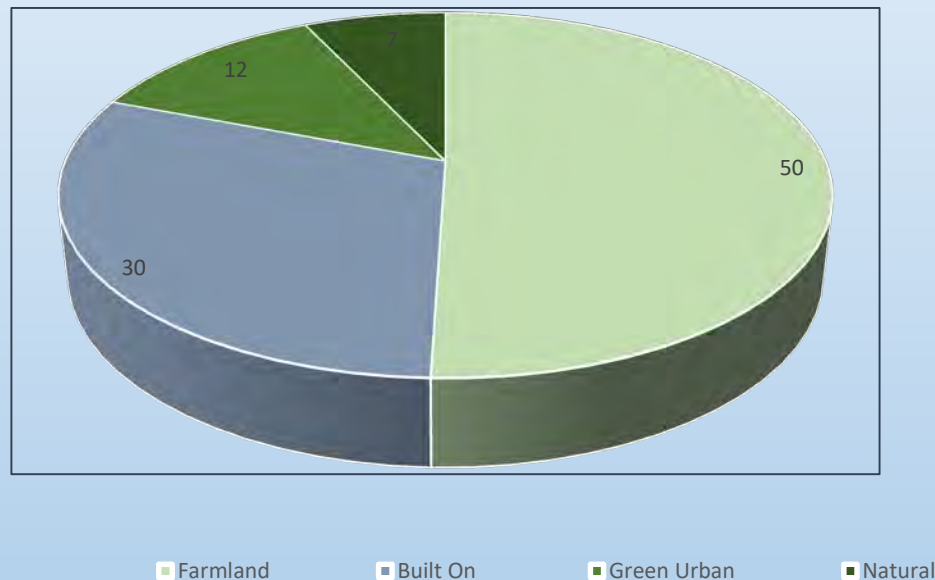
- GB 3.7%
- London 5.8%
- Southeast 3.9
- Kent 5.1%
- Thurrock 7%
- DARTFORD 9.3%
 - Fifth highest in country (outside London). Below:
 - Coventry (11.7%), Corby *Northants*, Aylesbury *Bucks*, Tewkesbury *Glos* (9.8%).

Kent

Next highest places in Kent were Maidstone 6.7% and Swale 6.6%

Dartford's Environment

There is extensive set of current policies – need to update and consolidate



- Dartford is mostly farmland or natural space.
- 140sqm Borough Open Space per resident.
- The government plans for 'net ecological gain' but practical implications for planning still unclear.
- Declining emissions in terms of CO₂, but half is from transport –still above regional average.

Evidence

***Further work
to occur***

Economic Growth

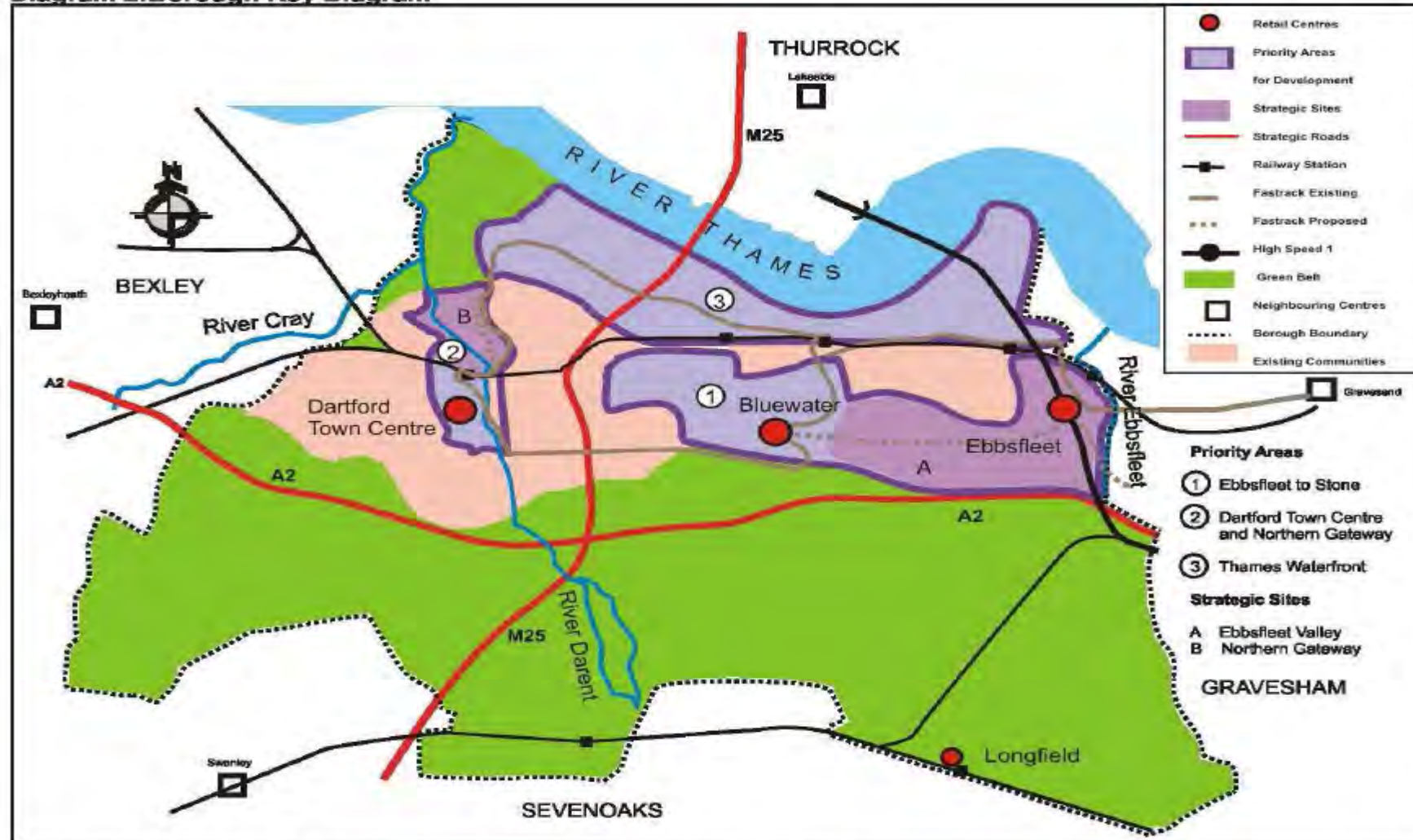
Local success in jobs growth needs to be considered in the full context of sustainable development, including employment type and location (transport implications) of new investment.

Evidence

Further data to be collated before plan finalised

Dartford's Pattern of Development

Diagram 2: Borough Key Diagram



Based on Ordnance Survey Map © Crown Copyright Dartford Borough Council 100025870 2010

How's the Dartford Core Strategy doing?

Marks out of 3:

- Where development will take place 
 - Green Belt protected but no progress at Ebbsfleet Central (now EDC led)
- Managing development 
- Creating strong and prospering communities 
 - Some difficulties in delivering for accommodation needs of certain groups
- Sustainable growth and delivery 
 - No large exemplar 'eco' development yet (EDC?) with shifts in govt policy on green issues

Dartford's Policy Updates

CURRENT PLAN

- The current Core Strategy applies. Working well but is ageing- started prep. 10+ years ago:
- Five Year Supply successfully maintained.

TIMEFRAME

- 2011 Core Strategy adopted
- 2014 CIL started
- 2017 Development Policies DM Plan
- 2018 Town Centre SPD
- *New Plan 2018 Strategic Issues Consultation:*

NATIONAL POLICY

- The Core Strategy has only 7 years left: but we're required to plan 10-15 years ahead for housing.
- National policy has new requirements e.g. to plan for small housing sites, re-use land efficiently, new types of housing (affordable & market).

Strategic Issues Consultation Outputs

Public Consultation summer 2018

- *General consensus:*
 - **Updated evidence** is necessary to inform a review of options and policies, particularly given general economic social and technological changes in last decade.
 - Support for continuing **focus on regeneration of north** of the Borough to protect the Green Belt (apart from some landowners in south).
 - **Further improvements to transport including** Fastrack, Crossrail to Ebbsfleet, and to support job growth at locations well served by public transport, would be welcome.
- *Principal matters of broad concern:*
 - No relevant/clear position at certain locations where development has not occurred as planned, notably within the **Ebbsfleet** area.
 - **Brownfield** land is limited and needs to be well re-used, to provide sufficient choice and provision.
 - **Social and community needs** (inc from ageing population) and infrastructure funding/ delivery.

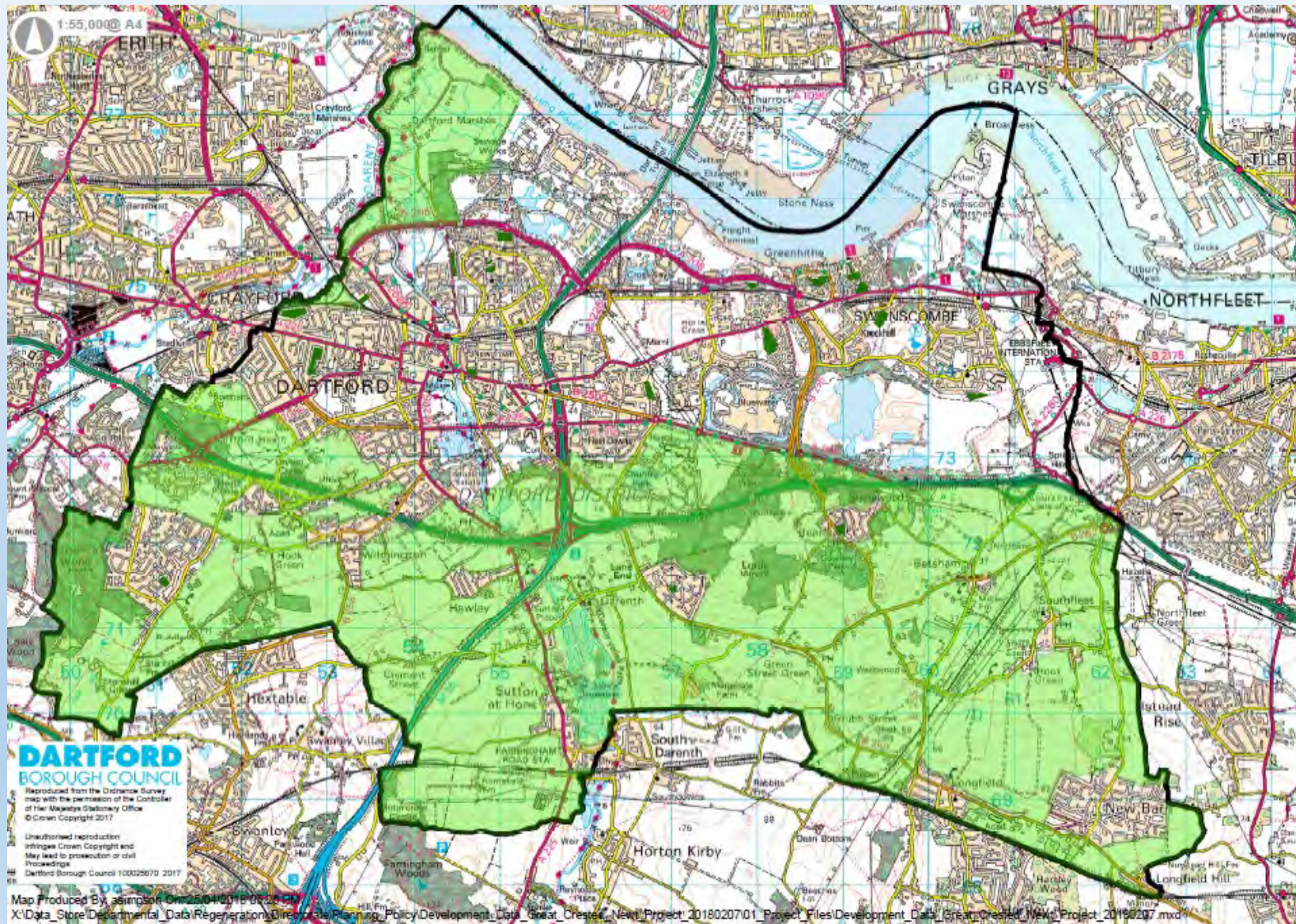
PREFERRED OPTIONS:
CURRENT CONTEXT

Preferred Options: Best use of Brownfield Land

Strengthen commitment to brownfield land:

- The Borough has achieved 79.4% of new dwellings located on brownfield land under the Core Strategy (since 2006). Not quite (narrowly) hitting target of 80% of new dwellings to be located on brownfield land.
 - Promote the 80% target in new policy.
- Dartford has completed the first Brownfield Land Register for the Borough. Indicates pressure on housing targets IF all brownfield land is used v. inefficiently.
 - The average Dartford density across a broad sample of new developments is 67dph, making efficient use of land:
 - This is line with traditional urban densities generally;
 - Within the range found in Dartford's existing urban neighbourhoods.

Maximise urban growth protects Green Belt



Preferred Options: Key 2017 DM Policies retained

New policies from 2017 with more details for smaller applications- performing well on appeal etc:

- For instance:
 - Policy on retaining community uses, even where planned and not yet delivered (DP21).
 - Tight conservation requirements for heritage assets, ensuring our historic and high quality environments are protected (DP12-13).
 - Other criteria for development management eg on local amenity.
- 13 Policies listed in Chapter 6 of the consultation document.

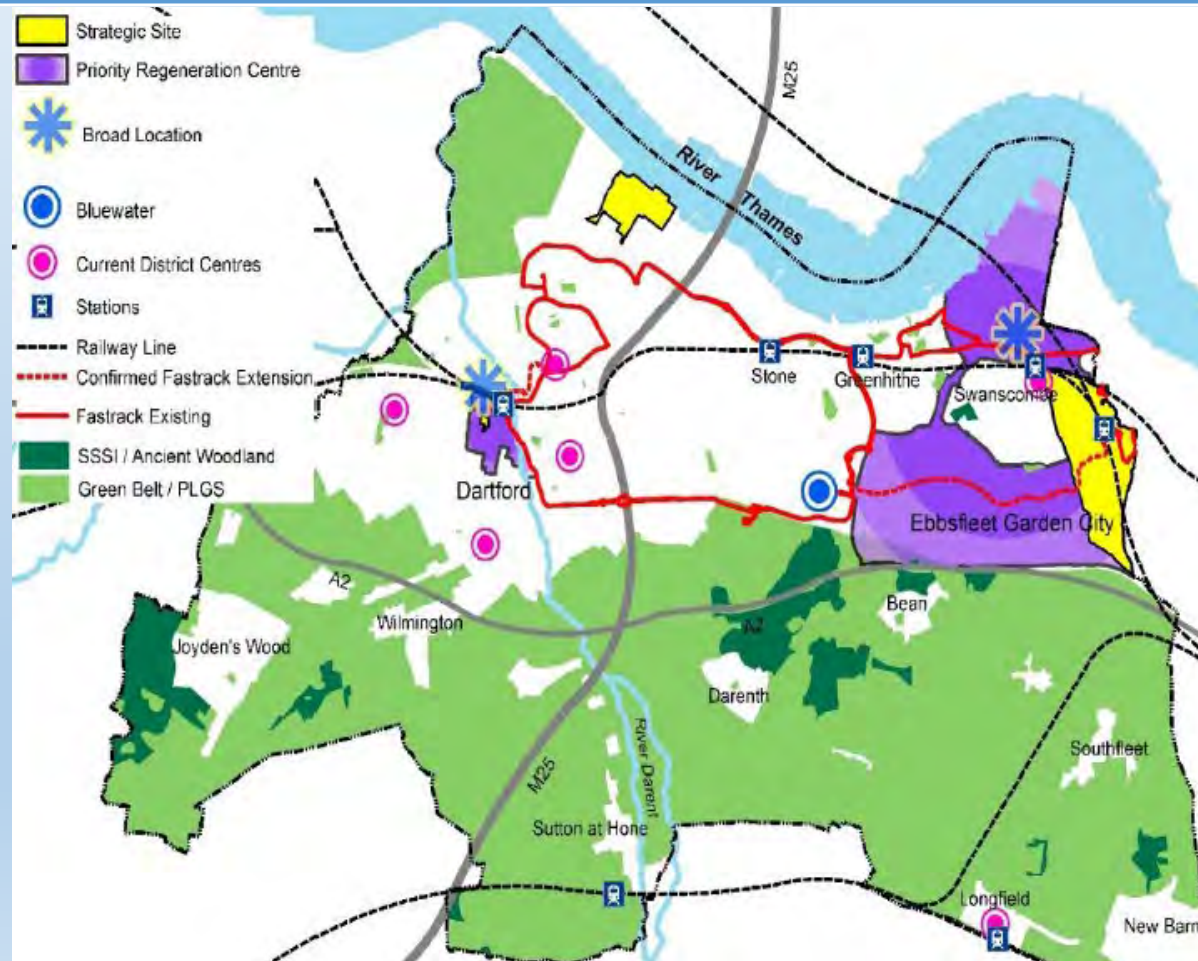
Preferred Options: Consultation Document

The Regulation 18 plan is not a full draft, but shows clear direction of travel for many topics.

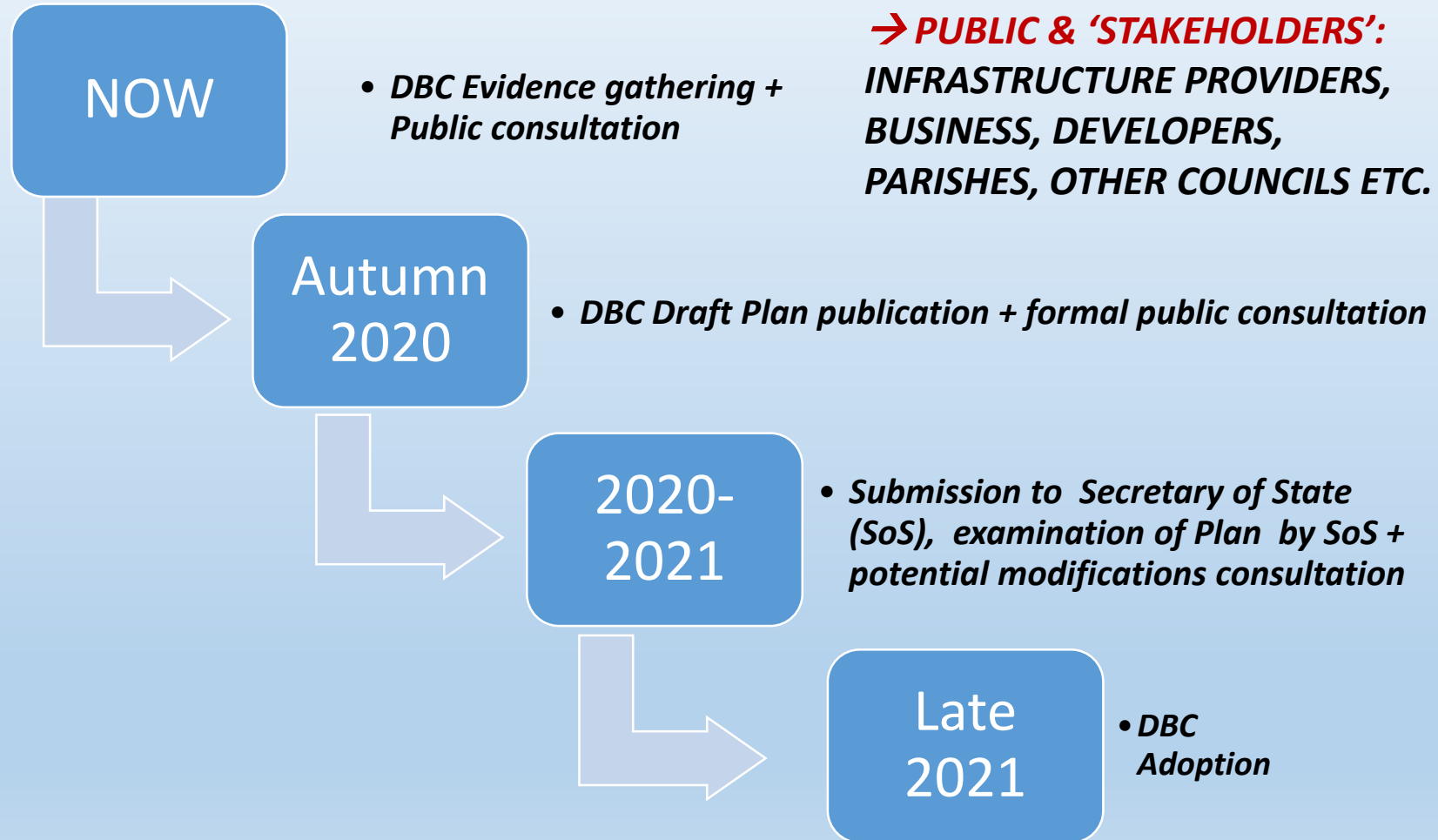
- *CONTENT:*
- Places & People in the Borough
- Vision and strategic Objectives
- **Summary + Main Options (Chapter 4)**
- **Preferred Policies Approach: A to K topics**
- Policies from 2017 to retain
- Appendix: 3 Strategic Sites.

Key diagram

General continuity, but sharper focus within the urban area on two priority centres.



Timescale



New Dartford Local Plan Preferred Options Consultation

Duty to Cooperate Presentation & Discussion

Dartford Planning Policy Team

February 2020

Programme for the Morning

Introduction – Plan and Context

Evidence:

- Dartford and Ebbsfleet Residential Needs Assessment
 - Strategic Housing Land Availability Assessment
 - Gypsies and Travellers
 - Further Work

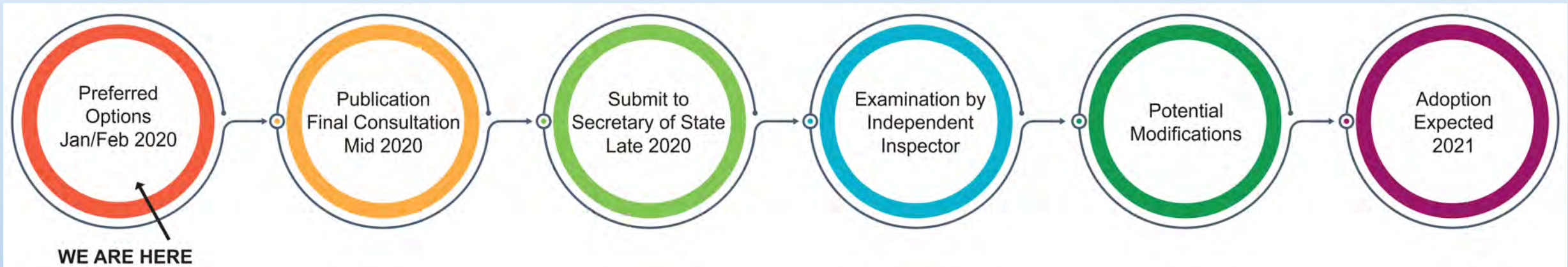
Discussion and break

Strategic Issues/ Duty to Cooperate

Discussion

Lunch

Timescale



Dartford and Ebbsfleet Residential Needs Assessment

National standard method

797 dwellings per annum

Long term balancing housing markets model (chapter 4)

- disaggregates the standard method local housing need
- identifies the tenure and size of housing that should be sought over the plan period

Affordable housing need model (chapter 5)

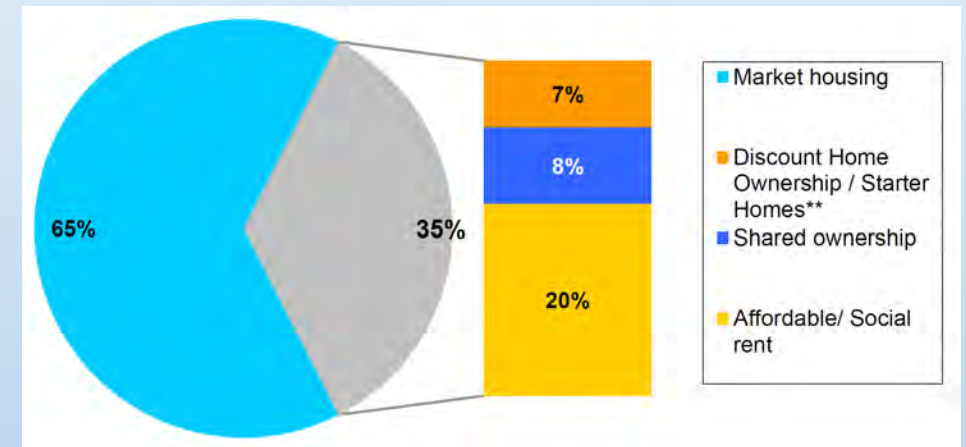
- Calculated in isolation from the rest of the housing market
- Used to indicate whether we should consider planning for more houses than the standard method to help meet affordable housing needs



Dartford and Ebbsfleet Residential Needs Assessment

Findings and Approach: Affordable Housing

- No increase in overall numbers of dwellings required above the standard method to meet affordable needs
- At least 35% affordable on all new sites that meet the minimum dwelling threshold
- 20% social/ affordable rent and 15% affordable home ownership
- Chapter 5 section I of the Preferred Options Local Plan



Question 19: Do you support the preferred approach for thresholds, percentages and tenures of affordable housing provision? If not, please set out an alternative option and explain your reasons.

Dartford and Ebbsfleet Residential Needs Assessment

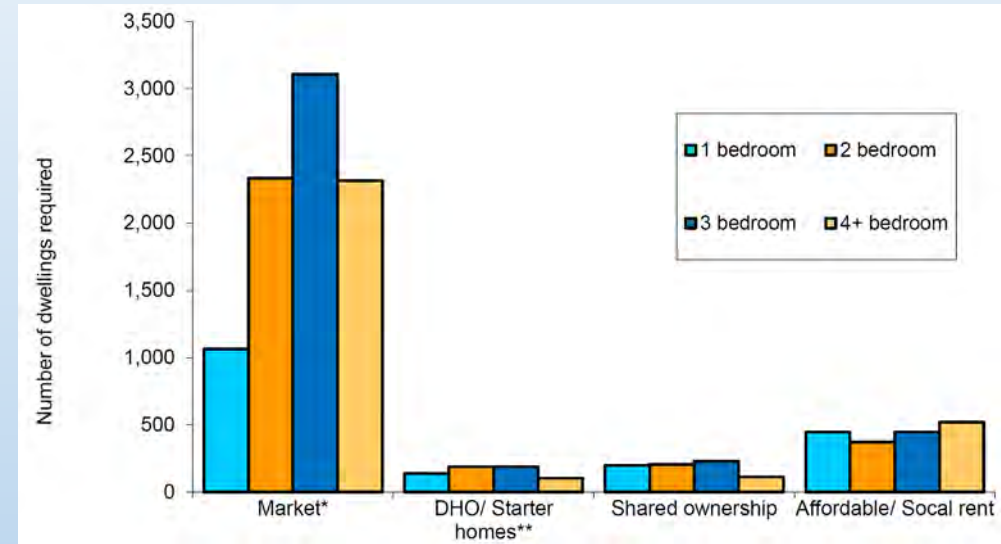
- Findings and Approach: Accessible Dwellings
- Significant need for accessible and adaptable dwellings (category M4(2)) and some need for wheelchair user dwellings (category M4(3))
- Proposed approach is to require all new dwellings to be built to M4(2) standards unless site constraints make this impossible
- Chapter 5 section J of the Preferred Options Local Plan



Question 20: Do you support the preferred approach to accessible/ adaptable and wheelchair user homes and minimum space standards in Dartford? If not, what reasonable alternative option should be adopted and what evidence do you have to support this?

Dartford and Ebbsfleet Residential Needs Assessment

- Findings and Approach: Housing Type and Size
- Needs are greatest for 3 bedroom dwellings and least for 1 bedroom dwellings
- Proposed approach is for larger developments to make significant provision for 3 and 4 bedroom dwellings and include homes suitable for older people or those with care needs
- Chapter 5 section J of the Preferred Options Local Plan



Question 21: Do you support Dartford's preferred approach to the mix of development on sites? If not, what alternative option should be adopted and what evidence do you have to support this?

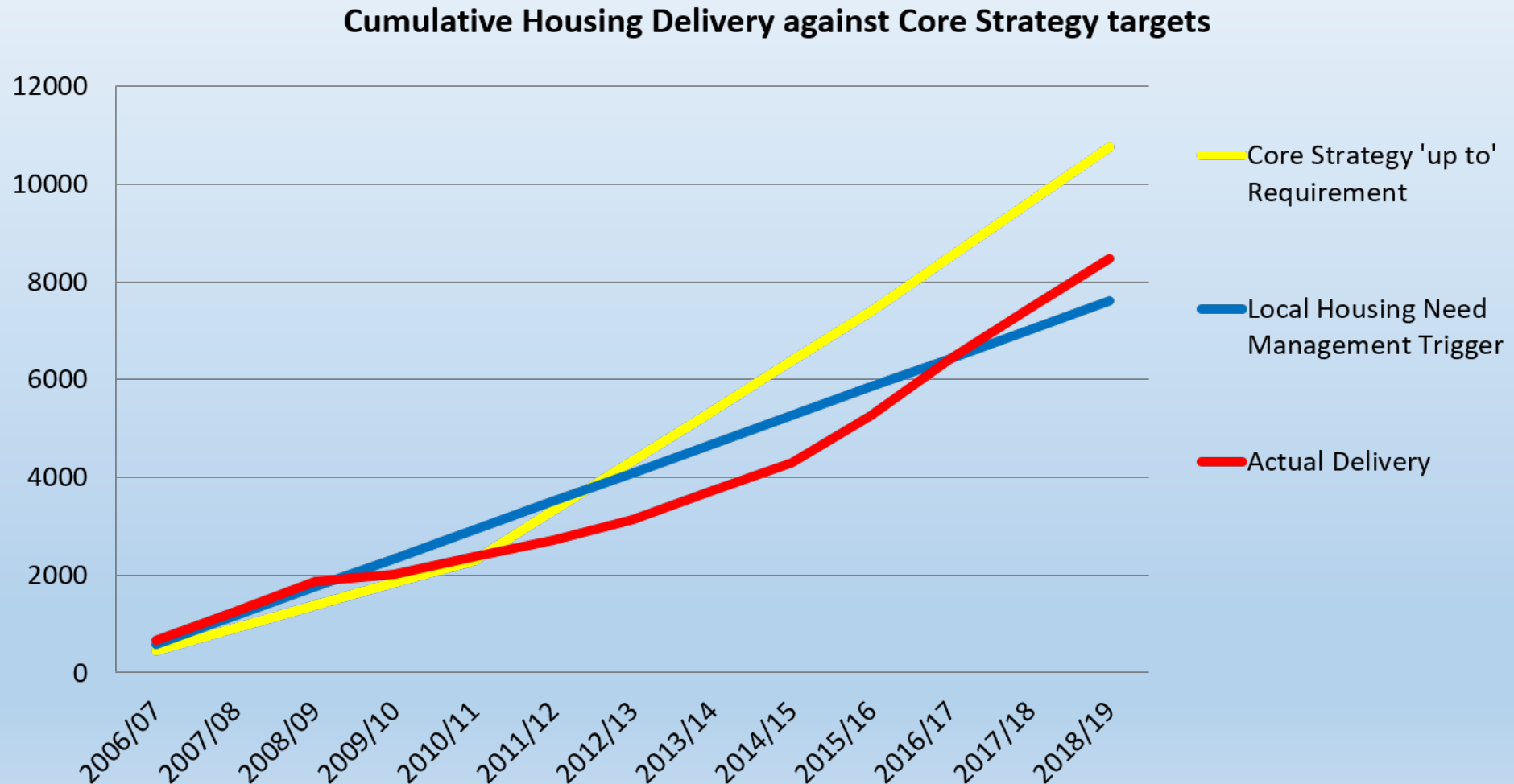
Any questions?

Local Plan Cooperation Workshop

HOUSING SUPPLY

6th February 2020

Housing Delivery: Since 2006/07



Housing Delivery: Last 6 Years

Year	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Priority Area						
Dartford Town Centre & Northern Gateway	19	43	422	292	385	296
Thames Waterfront	377	212	236	309	124	93
Ebbsfleet & Stone	78	198	157	391	453	501
Other Sites	128	112	156	170	69	120
Borough Completions	602	565	971	1,162	1,031	1,010

Recent Housing: Biggest Contributors



Northern Gateway



Ebbsfleet

Housing: Current & Future Land

Dartford Planning Policy Team

SHLAA Chronology

PREVIOUSLY:

- 2010: First SHLAA. Similar overall methodology to now
- 2011: Core Strategy introduced supply approach focused on focused strategic sites
- 2017: Policy to manage sites not in the SHLAA (Windfalls) upgraded

NEW CALL FOR SITES:

- 2018: opened
- 2020: more expected to be submitted

SCOPE & METHODOLOGY:

- 2018: Consultation with authorities
- 2020: Methodology statement updated

FINALISATION:

- Due late 2020

SHLAA Outputs now

SHLAA SITE SUMMARY REPORT

Site Ref Ebbsfleet Central including car parks and land east of International Way
Hectares

Current Use

Source

Any Green Belt?

Site Description and Information

The site comprises a former quarry and other land surrounding Ebbsfleet Station and the High Speed 1 line. Some parts of it are used as surface parking for the station and other parts comprise unused land. Roads serving the station and nearby residential areas run through the site.

Qualifying Outcome:

Land Restrictions (Policies Map): Other Land Restrictions:

Local Wildlife Site, Scheduled Monument, SSSI

Crossrail Safeguarding

Location Suitability Outcome:

Community and Open Space Outcome:

Availability Outcome:

Achievability Outcome:

☒ Assessed 2018 SHLAA



Physical Outcome:

Physical Overview - Brief Summary

The site is suitable for residential development subject to providing replacement station car parking. It would need to take account of the overhead power lines running through the site. Development would also need to address noise, contamination, archaeological and ecological issues. Outline planning permission was granted for a mixed use development on 18 December 1997 (96/00047/OUT). This includes provision for up to 2,320 dwellings. Master plans for Station Quarter North and South have been approved. The permission has technically been implemented due to build in Gravesham.

Potential Capacity:

SHLAA Result
Developable and/or Deliverable

Draft findings:

- Summary report
- Compendium of all sites (summary assessment)

Methodology statement

Informs Preferred Options:

- Quantitatively supply sufficient
- Indicates further long-term options: future sustainable options

The Assessment - Summary

Qualifying?

- Not located on land with national conservation designations.
- Not immediately disqualified after site survey.
- Initial view that site, if developed, could accommodate 5+ units.

Suitable?

- Shown to be not contrary to essential planning policies.
- Found to be well located with sustainable access: following the detailed local criteria.
- Not restricted from hosting 5+ units by physical and local environmental conditions (that cannot be mitigated).

Available?

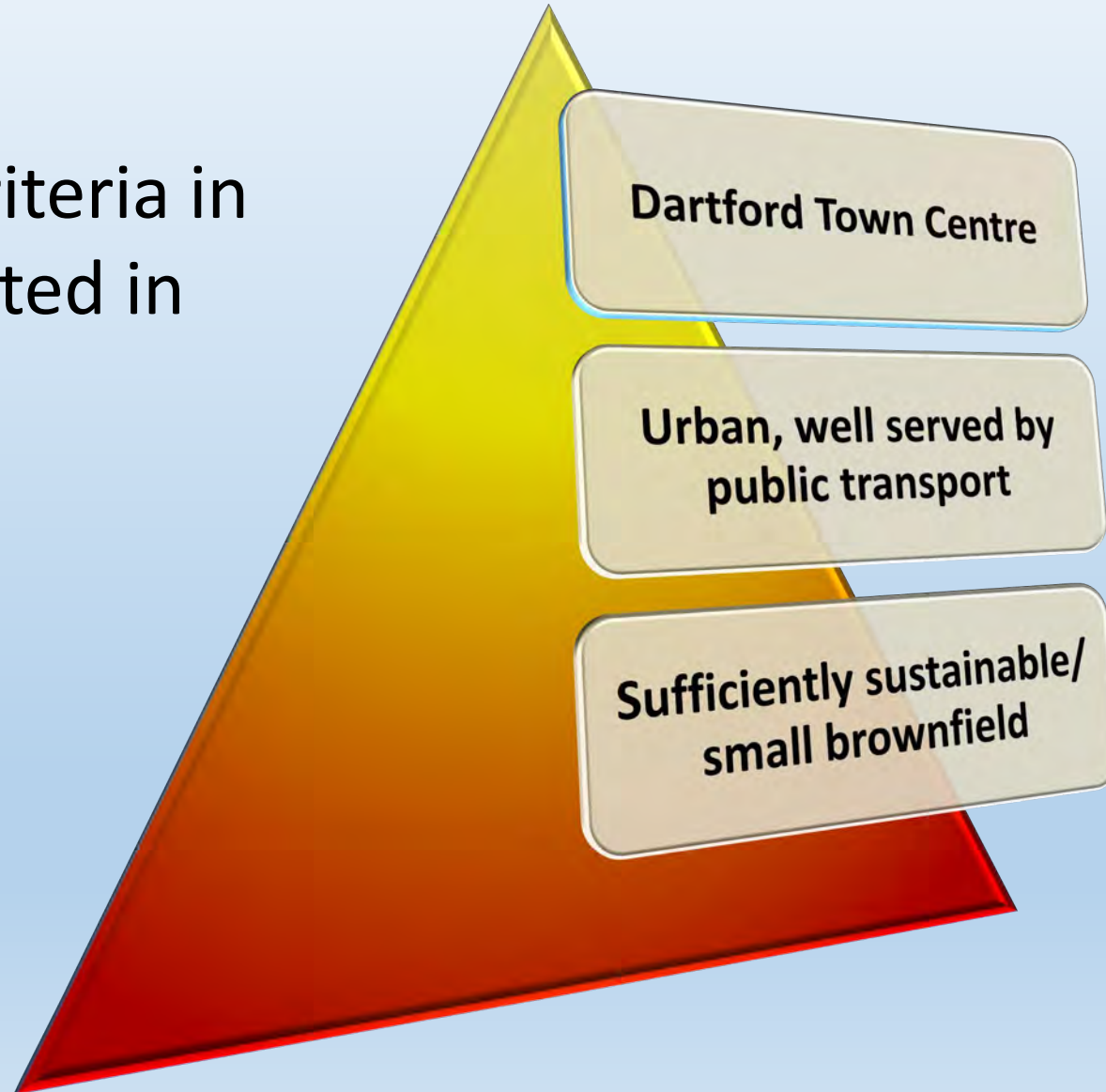
- Is readily available for residential development – ownership/ development agreement.
- Not facing legal restrictions to development that cannot be overcome.

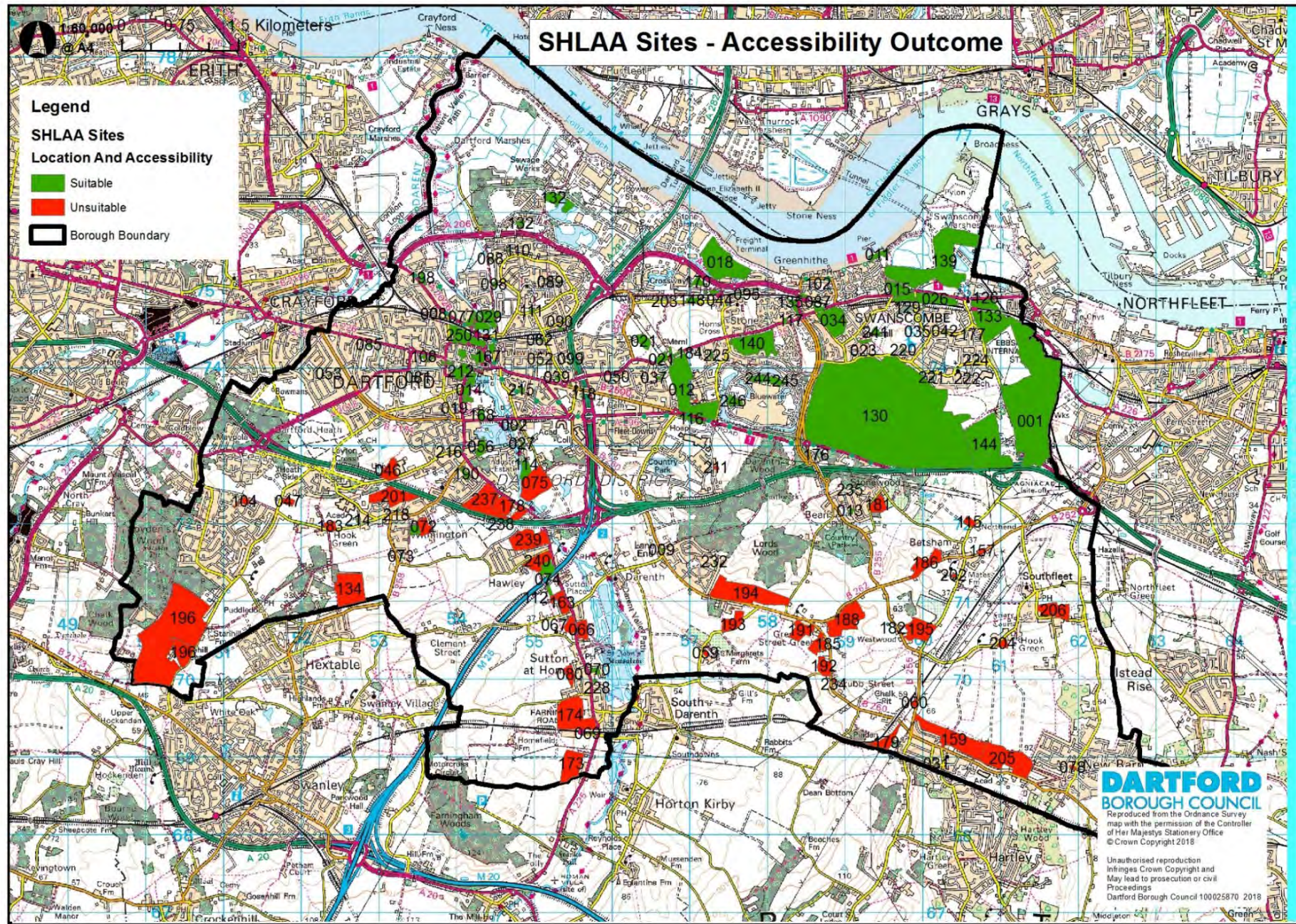
Achievable?

- Likely to reach the stage of completed (part/full) 5+ homes within 15 years.
- Economically viable accounting for costs - particularly policy/ infrastructure requirements and overcoming necessary constraints identified in the SHLAA process - and developer and landowner return.

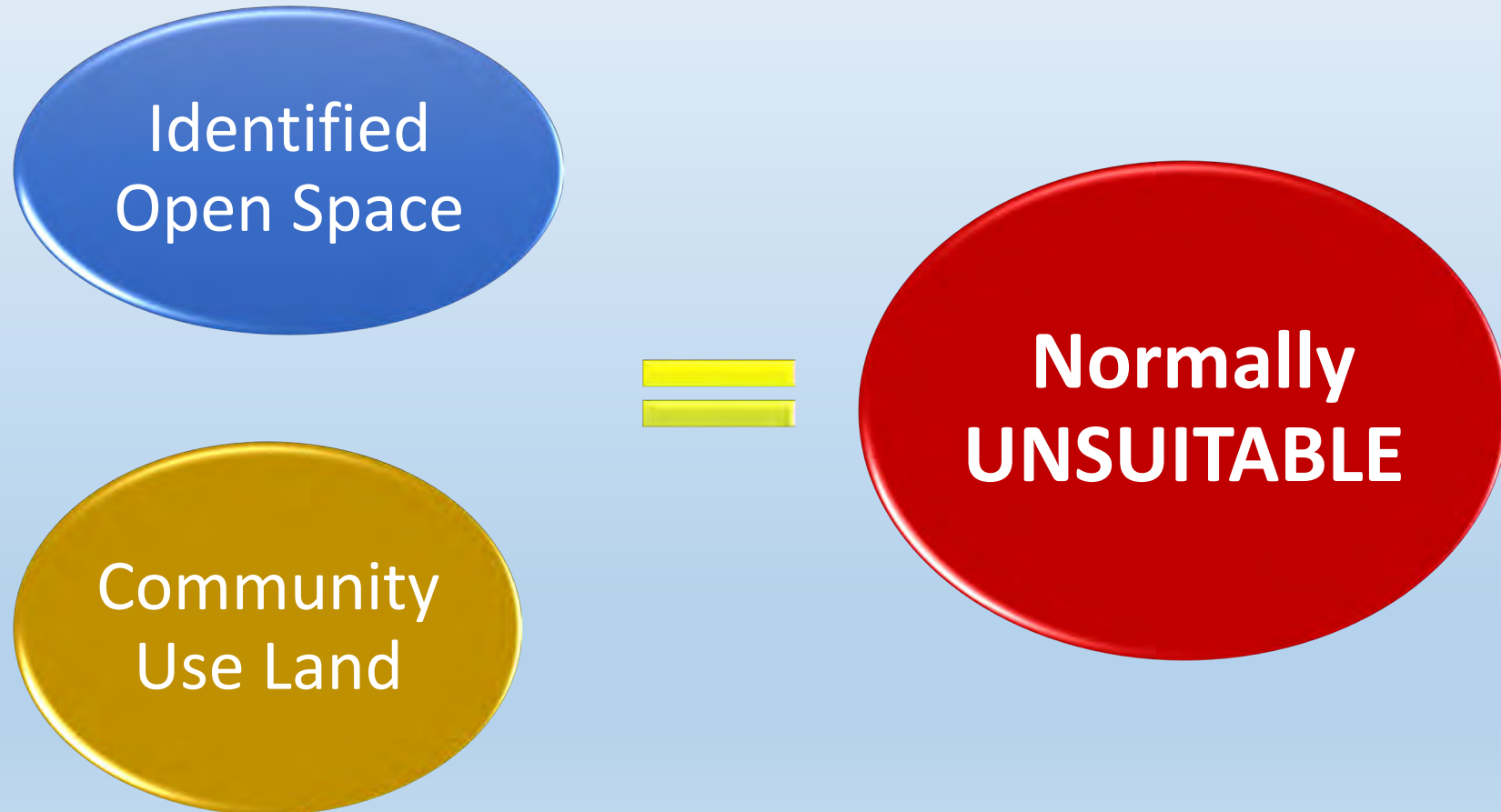
Suitability: Location and Accessibility

Based on criteria in policy adopted in 2017.



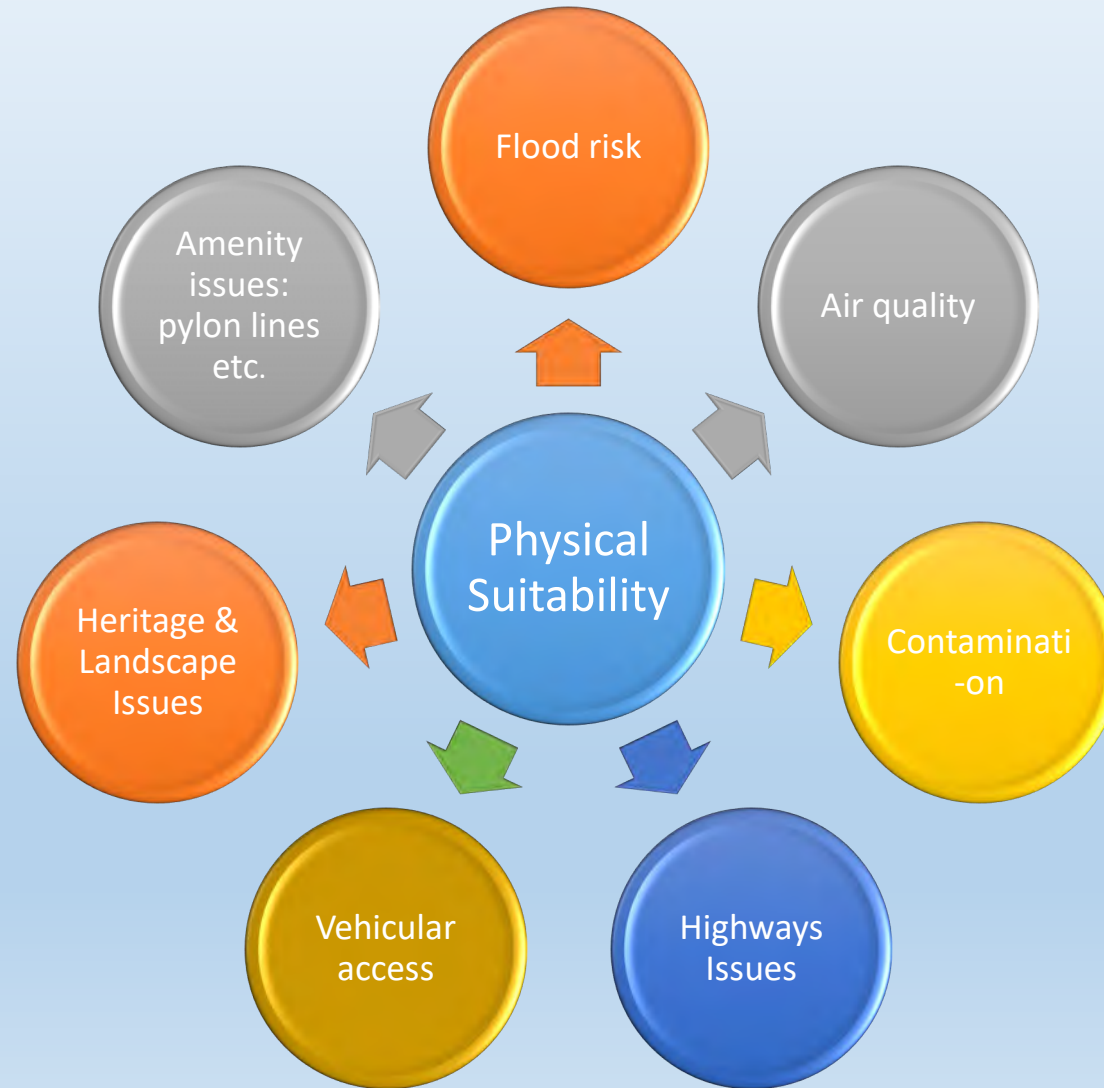


Suitability: Essential Policy - selective

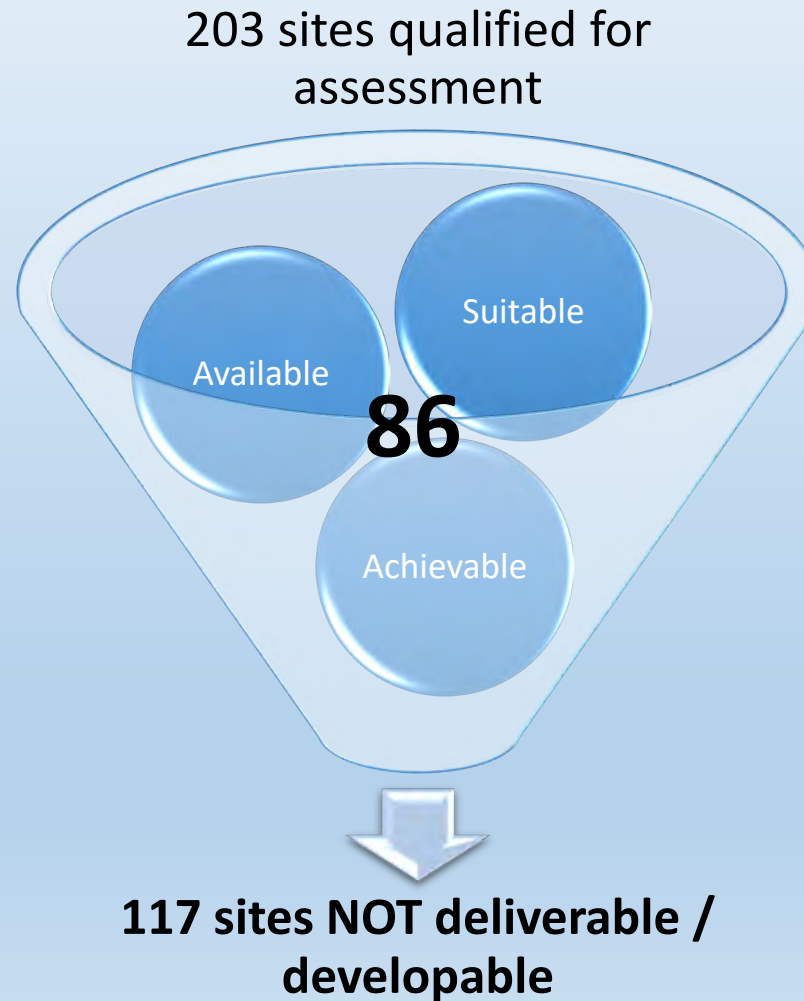


Suitability: Physical Factors

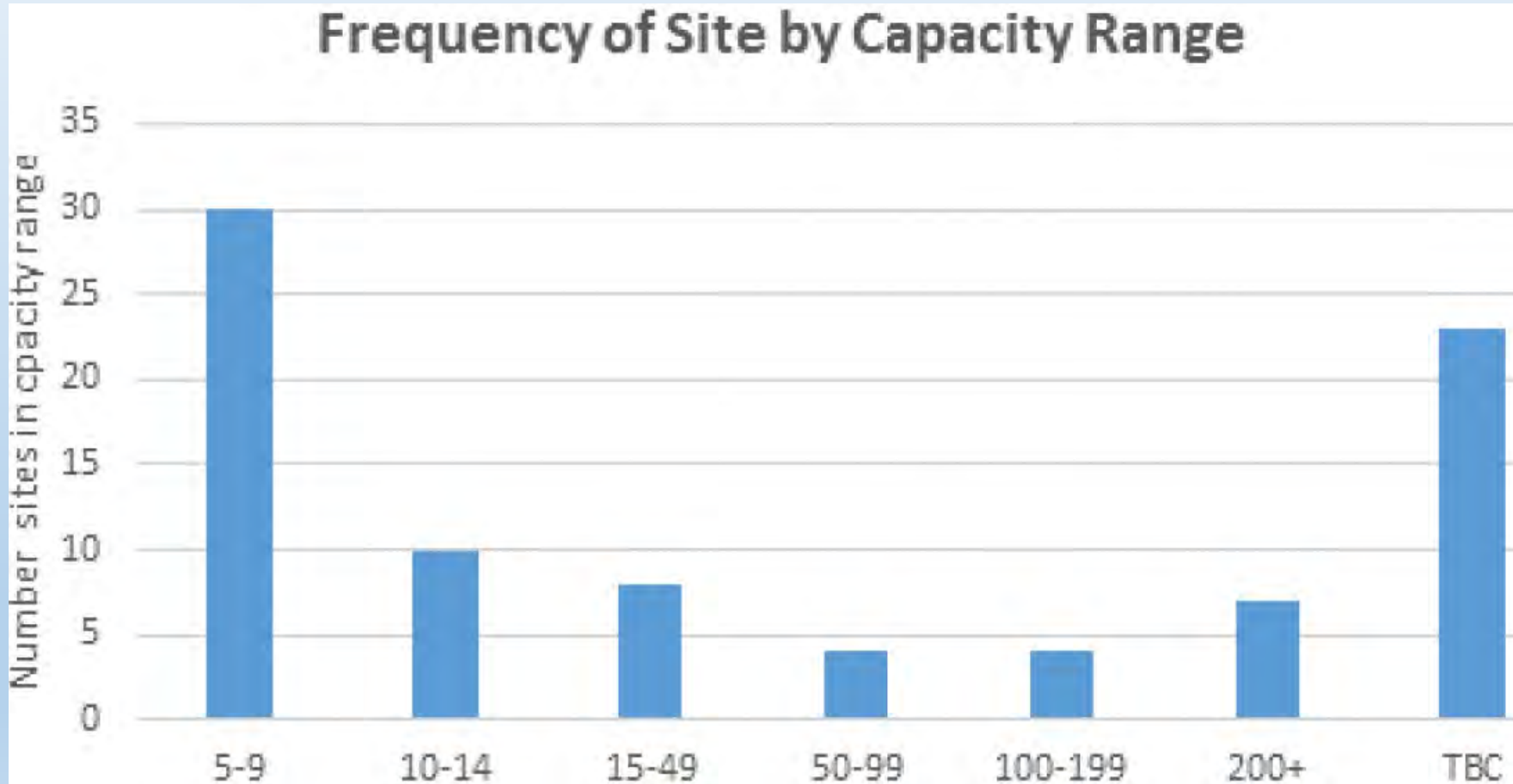
RAG rating
deployed



SHLAA Draft Findings

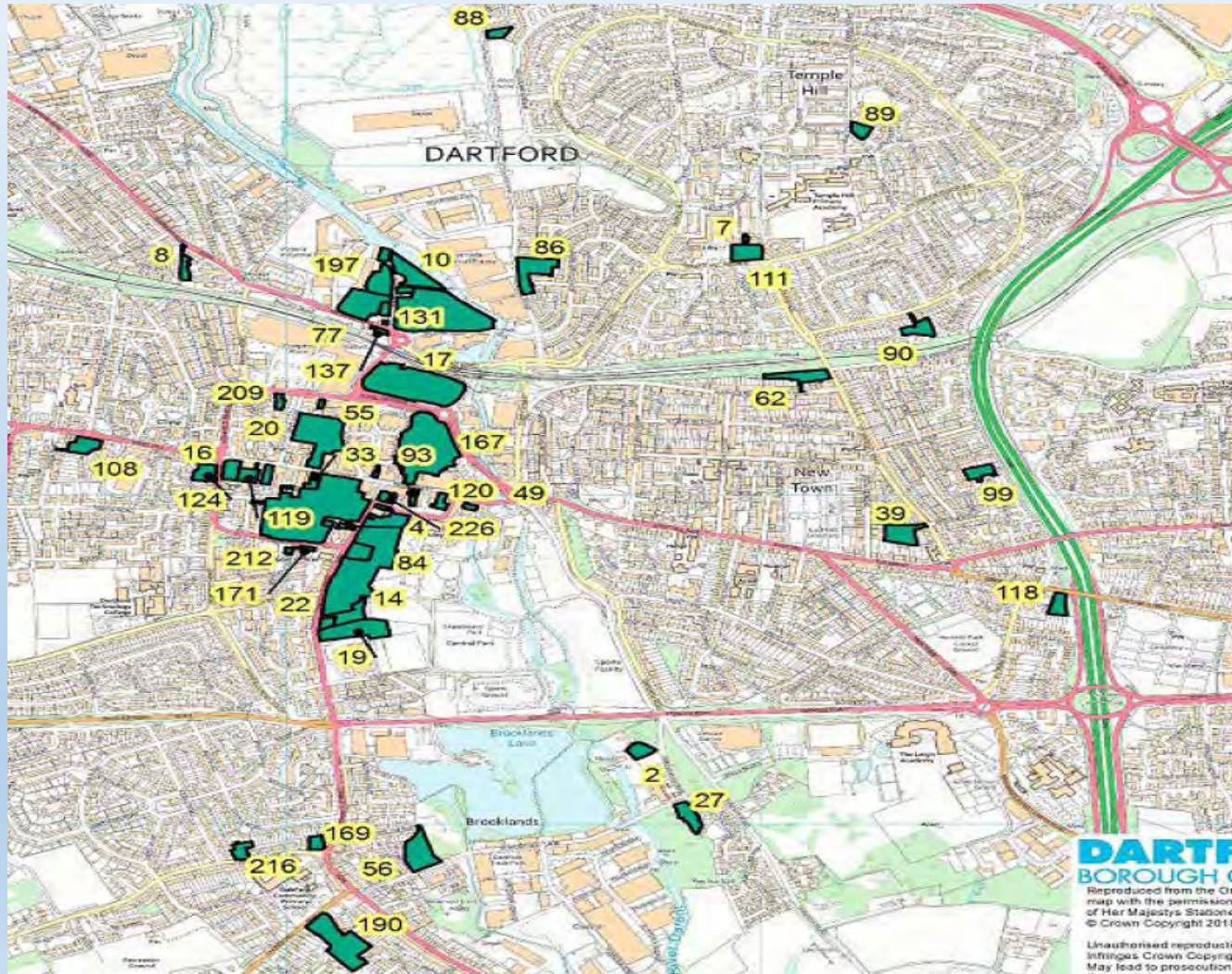


SHLAA Draft Findings

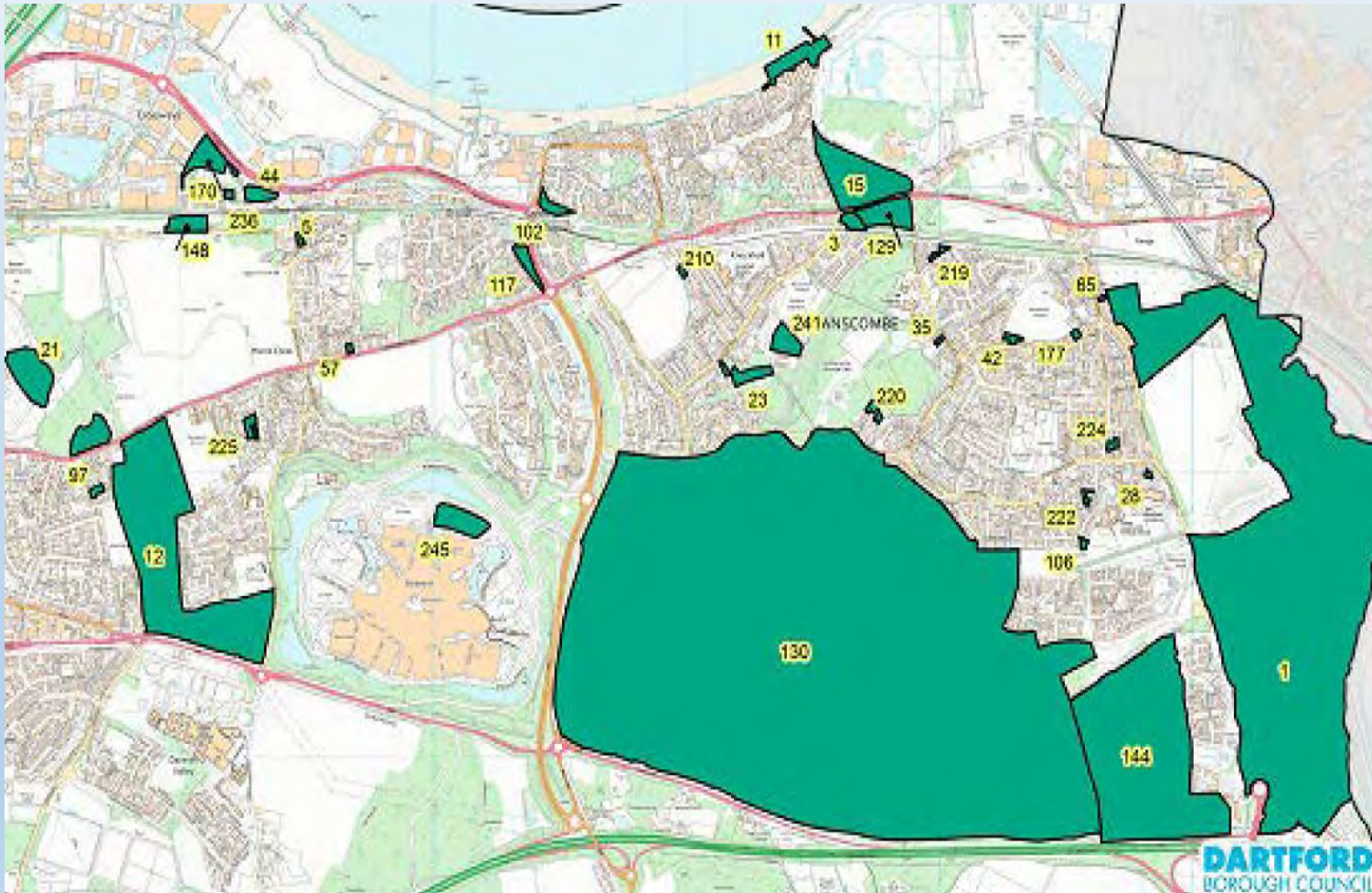


SHLAA Draft Findings

Successful sites
(North West inc
Town Centre)



SHLAA Draft Findings



Successful sites
(North East inc EDC)

Deliverable Sites 2019-2024

Year	2019/20	2020/21	2021/22	2022/23	2023/24	Total by Status
Sites in delivery	828	788	713	662	650	3641
Sites with planning permission	14	207	210	150	134	715
Sites with application submitted or expected	N/A	N/A	30	110	72	212
Small Sites	30	30	30	30	30	150
Total Forecast Completions	872	1025	983	952	886	
Total in 5 Year Completions	4718					
Requirement/ result	Standard method LHN@ 797 (+ 5% buffer) = 4,184 → 5.64 YEARS					

Housing supply future steps

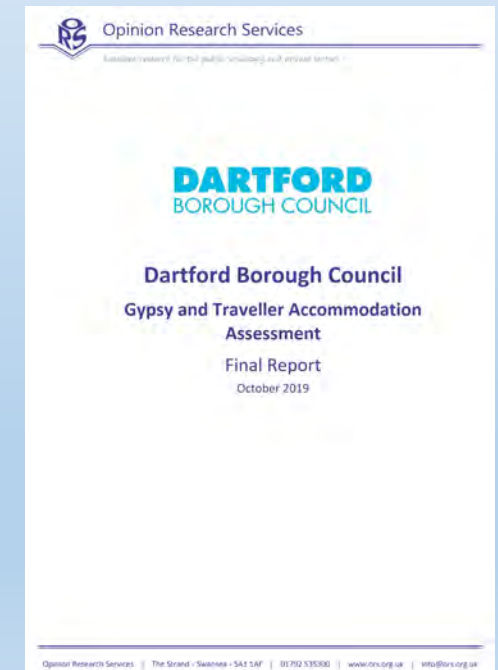
- CAPACITY: Town Centre Masterplanning
- Update large sites:
 - Information from EDC i.e. Ebbsfleet Central delivery/ completion
 - St James Lane pit, Stone outline permission: up to 850 units
 - Live applications etc.
- Other sources eg windfalls, and non implementation
- 2019/20 delivery and full trajectory
- Finalise SHLAA

Evidence Base: Shared Discussion

*How do the findings and compare with
your own authority's outputs?*

Gypsy and Traveller Accommodation Assessment

- Findings
- Large numbers on sites in the Borough who meet the definition
- A number of sites in Dartford are occupied by extended family groups and are not sub-divided into individual pitches.
- Need for 70 additional gypsy pitches to 2035, 48 of which are required in the next 5 years
- 5 year need arises from unauthorised developments, concealed or doubled-up households, teenage children
- In the short to medium term, some accommodation needs could be met through additional caravans on existing sites
- Need for 1 additional travelling showperson plot within the next 5 years



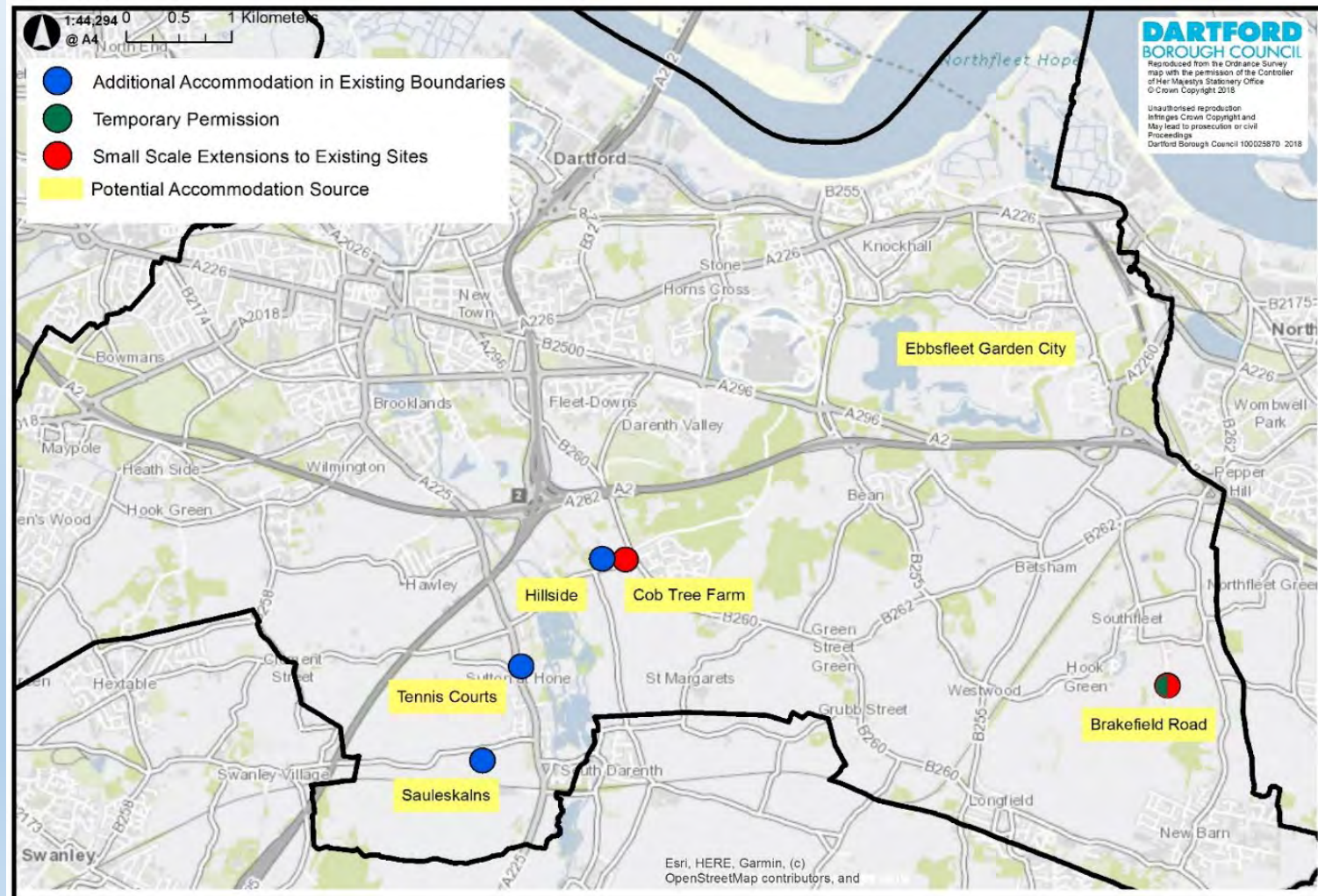
Gypsy and Traveller Accommodation Assessment

- Approach
- Proposing to meet 5 year needs through:
 - Additional accommodation within existing authorised site boundaries
 - Making temporary sites permanent
 - Small scale low impact extensions to existing authorised sites
 - Potential sites within Ebbsfleet Garden City
- If these are insufficient, we will carry out a Borough wide search for new sites.
- Neighbouring authorities and Duty to Cooperate
- Retain and enhance existing criteria based policy
- Chapter 5 section K of the Preferred Options Local Plan



Gypsy and Traveller Accommodation Assessment

- **Existing Sites with Potential**



Gypsy and Traveller Accommodation Assessment

Question 23: In terms of gypsies, travellers and travelling showpeople:

- **Do you support the preferred approach towards identifying deliverable sites to meet needs over the next 5 years? If not, please set out an alternative way that this could be carried out.**
- **What are your views on the potential sources of sites? Are there any alternative sources or specific sites that we should consider as an option?**
- **Do you have any views on the proposed changes to the existing criteria based policy?**

Any questions?

Further Work

Further work will be carried out for the Publication version of the Local Plan. This includes:

- Strategic Flood Risk Assessment
- Viability study
- Transport study (a non-technical summary of the modelling approach has been published)
- Final Strategic Housing Land Availability Assessment
- Habitats Regulations Assessment
- Reg 19 Sustainability Appraisal

Any questions?

Further Work

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Any questions?

Local Plan Cooperation Workshop

Dartford Planning Policy Team

6th February 2020

Strategic Issues/ Cooperation

PREFERRED OPTIONS – STRATEGIC CHOICES

Dartford – Implications of connectivity

A Borough very linked in to many others.

Transport networks mean major proposals planned or put forward.

Locations with cross boundary interest?

- Ebbsfleet – EDC: extends into GBC.
- London Resort – EDC. NSIP: regional or national?
- Longreach – regional or national? EA. Long term.
- Bluewater – planned regional centre since 1999.

Local Plan consultation – Strategic Options

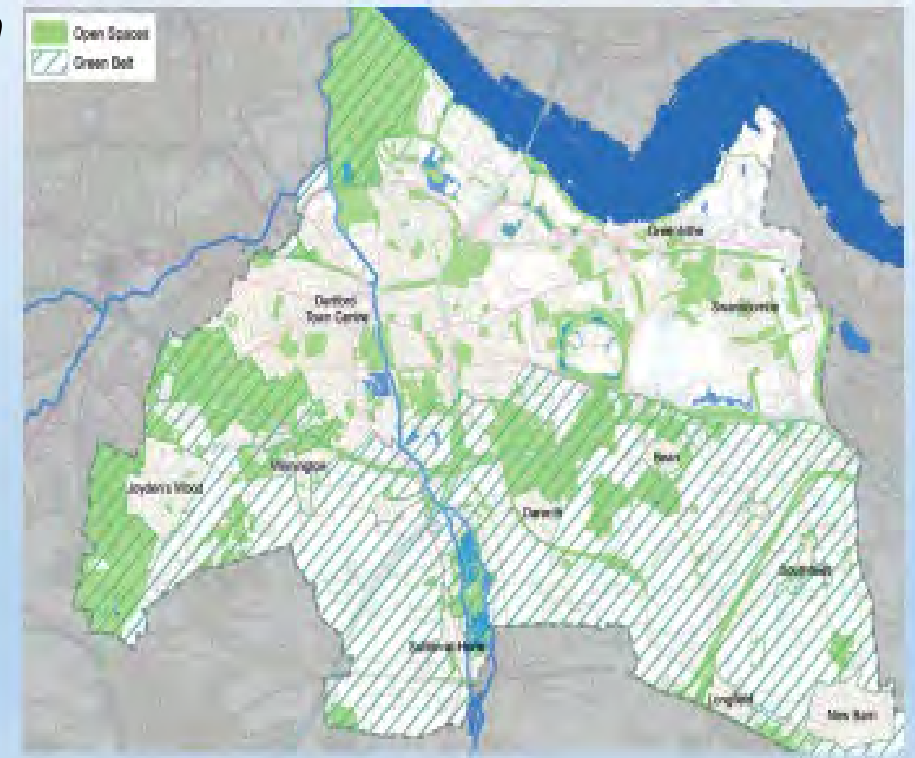
- **Optimising Brownfield land** in locations well served by public transport. (1B)
 - OR 1A: Promote brownfield development in all locations including rural/ GB.
 - OR 1C: Do not focus on brownfield eg greenfield in north of the Borough.
- Repurposing shops for new uses and redeveloping selected areas in and around **Dartford town centre** to transform and regenerate the town's appeal and activities. (2B)
 - OR 2A: Strategy for high density residential across the town.
 - OR 2C: Ad hoc or organic approach, delivered through DM controls.
- Maintaining the **strategy for a green Borough** through requiring new development to provide sufficient open space and retaining existing green space planning policy protections. (3B)
 - OR 3A: Aim to streamline sites on quality, to help clearly prioritise investment in improvements.
 - OR 3C: Set out to designate further land.

Local Plan consultation – Strategic Options

- Creating a distinctive mix of uses to provide a lively urban heart around the International Station at the **Ebbfleet Central site** (4B)
 - OR 4A: Maintain aim for high intensity business district.
 - OR 4C: Residential focussed development.
- Encouraging both sensitively integrated development and ecological improvements at suitable land within **Swanscombe Peninsula**. (5B)
 - OR 5A: Support London Resort as emerging.
 - OR 5C: No planned change, outline DM criteria for area.
- Locating development so as to minimise the need to travel, providing new walking and cycling infrastructure, and exploring the best options for public transport improvements to provide **a real travel choice**. (6B)
 - OR 6A: Focus work base Plan on major new rail provision (C2E).
 - OR 6C: Focus on mitigating highway impacts.

Local Plan Consultation: Preferred Approaches

- ***A. Maintaining the Green Belt and a pattern of new development focussed on Dartford Town Centre and Ebbsfleet Garden City.***
- ***B. Planning for **new homes** at a gradually reducing rate (in comparison with recent figures), whilst accelerating forming new neighbourhoods at priority regeneration centres; and setting strict approval criteria for unplanned housing developments (to manage infrastructure impacts).***



Taking it Forward

What are Duty to Cooperate Partner preferences on strategic options?

Strategic Issues/ Cooperation

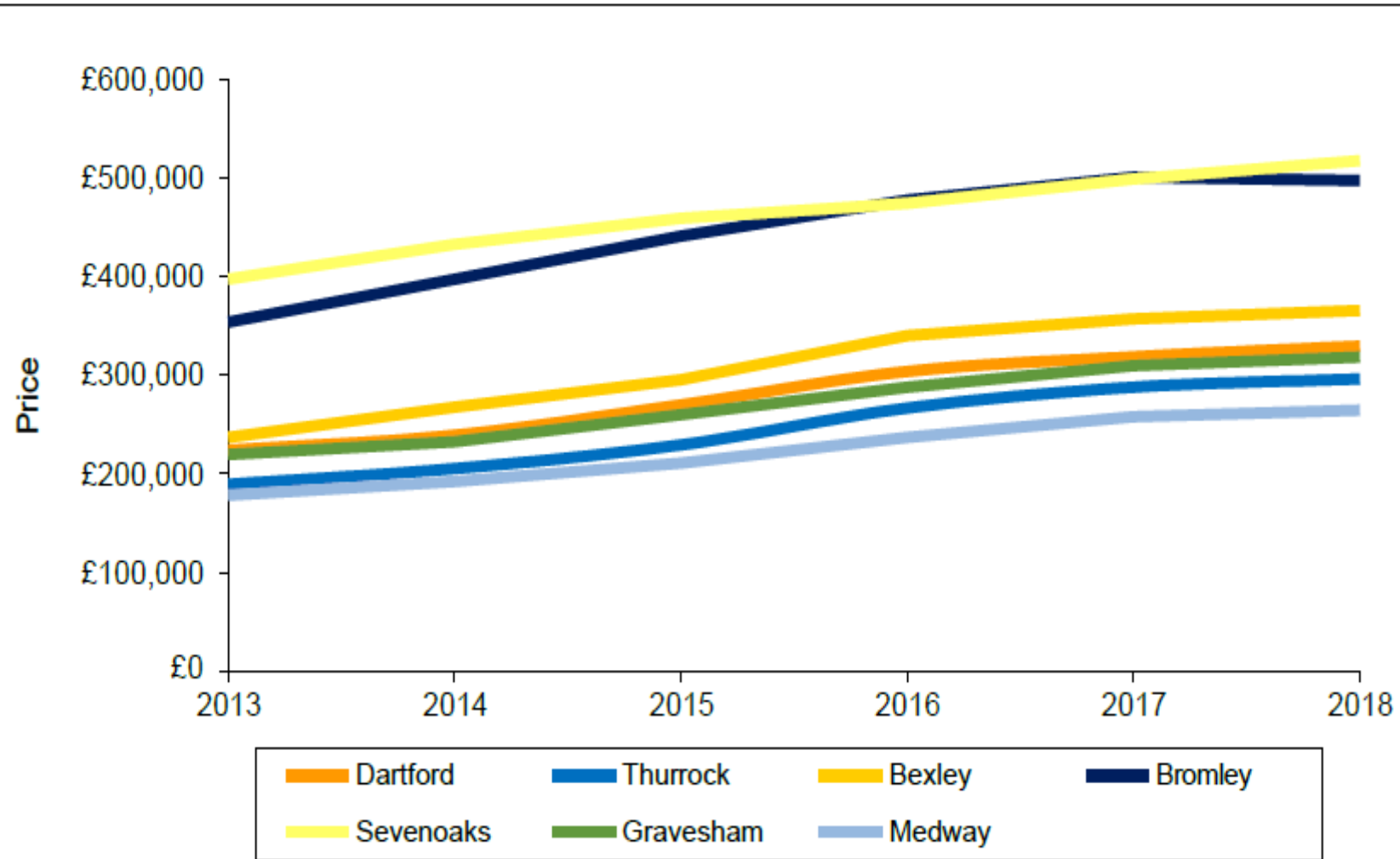
HOUSING & COMMUTING

House price growth

Location	Detached	Semi-detached	Terraced	Flat	Overall average price
Dartford	£559,105	£369,068	£318,574	£228,301	£329,633
Thurrock	£461,432	£332,584	£282,401	£185,984	£296,264
Bexley	£577,912	£424,762	£356,278	£241,178	£365,812
Bromley	£841,510	£542,235	£447,671	£342,431	£497,581
Sevenoaks	£847,842	£447,004	£360,748	£296,072	£517,695
Gravesham	£495,919	£344,660	£278,256	£172,834	£318,496
Medway	£436,506	£293,544	£232,783	£177,685	£264,713

House price growth

Figure 1.2 Change in overall average price since 2013



Internal Migration: 2011 & 2017

Moving into Dartford, from....

Authority	In 2011	In 2017
Bexley	25.2%	22.7%
Greenwich	8.9%	9.9% (UP)
Gravesham	9.2%	7.8%
Lewisham	3.8%	5.6% (UP)
Bromley	5.7%	5.3%

Moving out of Dartford, to....

Authority	In 2011	In 2017
Bexley	15.6%	12.6%
Gravesham	16.6%	11.8%
Medway	6.5%	8.5% (UP)
Sevenoaks	8.8%	6.6%
Maidstone	2.2%	3.7% (UP)

Travel to work – top 3 other authorities

Table 1.1 The ten authorities with which Dartford has the largest travel to work flows

<i>Travel to work journeys made by people aged 16 and over resident in Dartford</i>			<i>Travel to work journeys made by people aged 16 and over working in Dartford</i>		
<i>Destination authority area</i>	<i>Number of Dartford residents that work there</i>	<i>Proportion of all residents in work that work there</i>	<i>Authority area of residence</i>	<i>Number of people working in Dartford</i>	<i>Proportion of people working in Dartford that live there</i>
Dartford	13,901	33.9%	Dartford	13,901	29.9%
Bexley	5,065	12.3%	Gravesham	6,710	14.4%
Westminster, City of London	3,882	9.5%	Bexley	5,948	12.8%

Dartford a net IMPORTER of labour: IN commuting (2011 census)

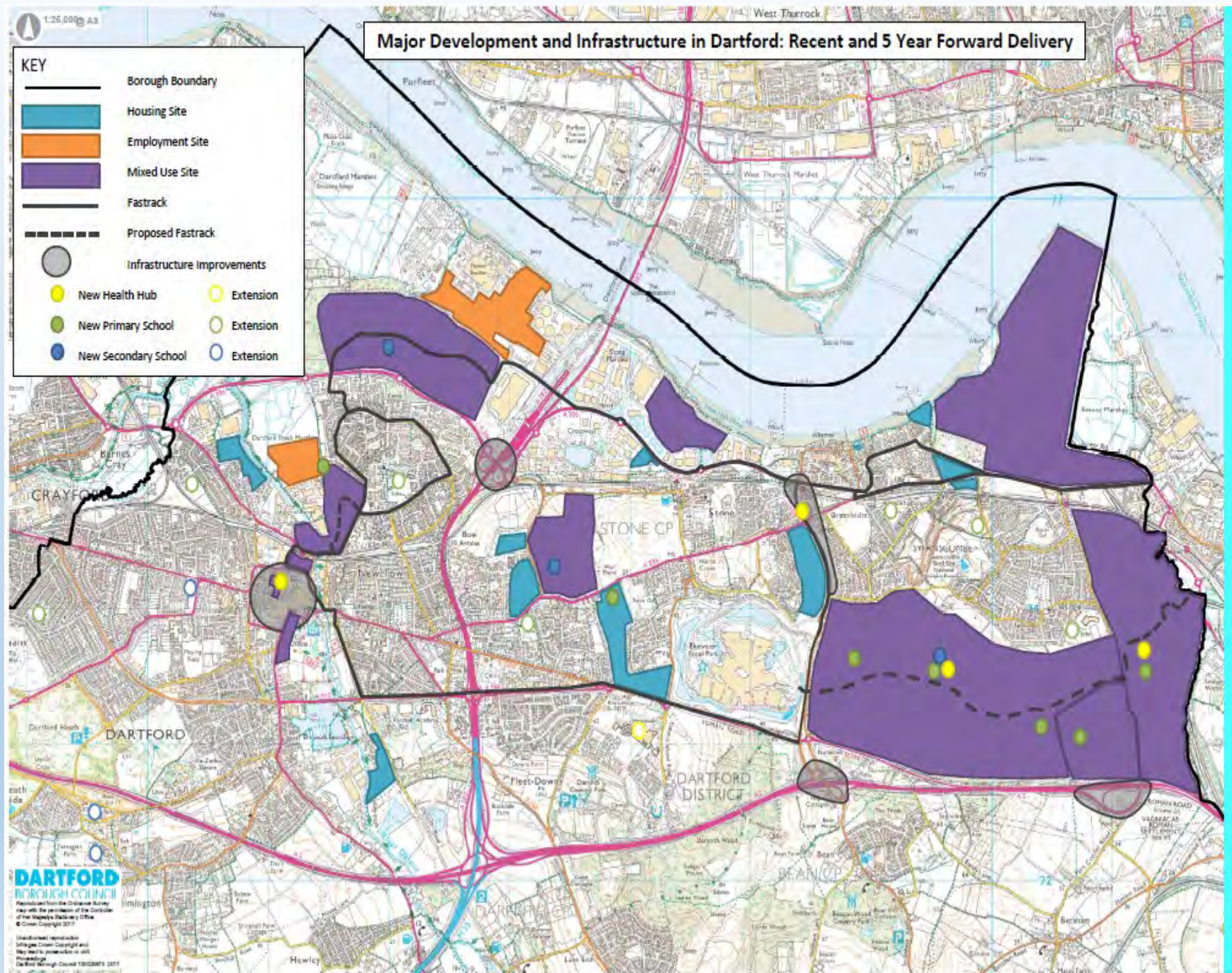
DERNA para 1.30

- *The analysis of Dartford and its neighbouring authorities presented above suggests that the most established linkages are those with the neighbours immediately to the west and east of the Borough – Bexley and Gravesham reflecting the pattern of migration flows around London to move radially outwards.*
- *[...] In fact, the authority with which Dartford appears most aligned appears to be Bexley, not only for the number of people moving between the areas, but the similarity of the housing markets.*
- *As Bexley is considered as part of London administratively and is covered by the London Plan, and Dartford is not, it seems suitable to consider the Borough as its own housing market, although one with close links to neighbouring authorities. This approach aligns with what is suggested in the PPG.*

Strategic Issues/ Cooperation

INFRASTRUCTURE

**GETTING
INFRASTRUCTURE &
LOCAL SERVICE PROVISION
DELIVERED ALONGSIDE
GROWTH**



Infrastructure – transport and community

Vital issue given Dartford is absorbing growth at one of the highest rates in the UK.

- New buildings and changes of use have equalled 3,000sqm p.a. of new community space eg schools, dentists. Little healthcare delivery at all currently.
- The Council has an updated Infrastructure Delivery Plan focusing on the main physical and social infrastructure in the pipeline. This indicates which projects may be priority to benefit from a contribution from the Borough's CIL funding, and those that should not need it, etc.
- Government have relaxed some aspects of CIL funding complexity, but also introduced new burdens.
- Specific ideas for options for additional long-term infrastructure are available on transport e.g. trains, highways, working with partners on potential Crossrail extension.

Evidence

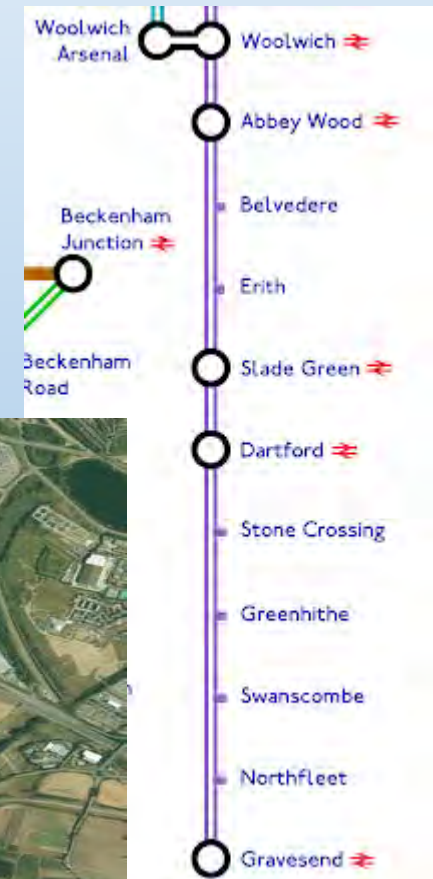
Modelling of highway impacts underway.

Once the other main aspects of strategy are worked up, further detailed discussions with CCG, KCC et al will be intensified.

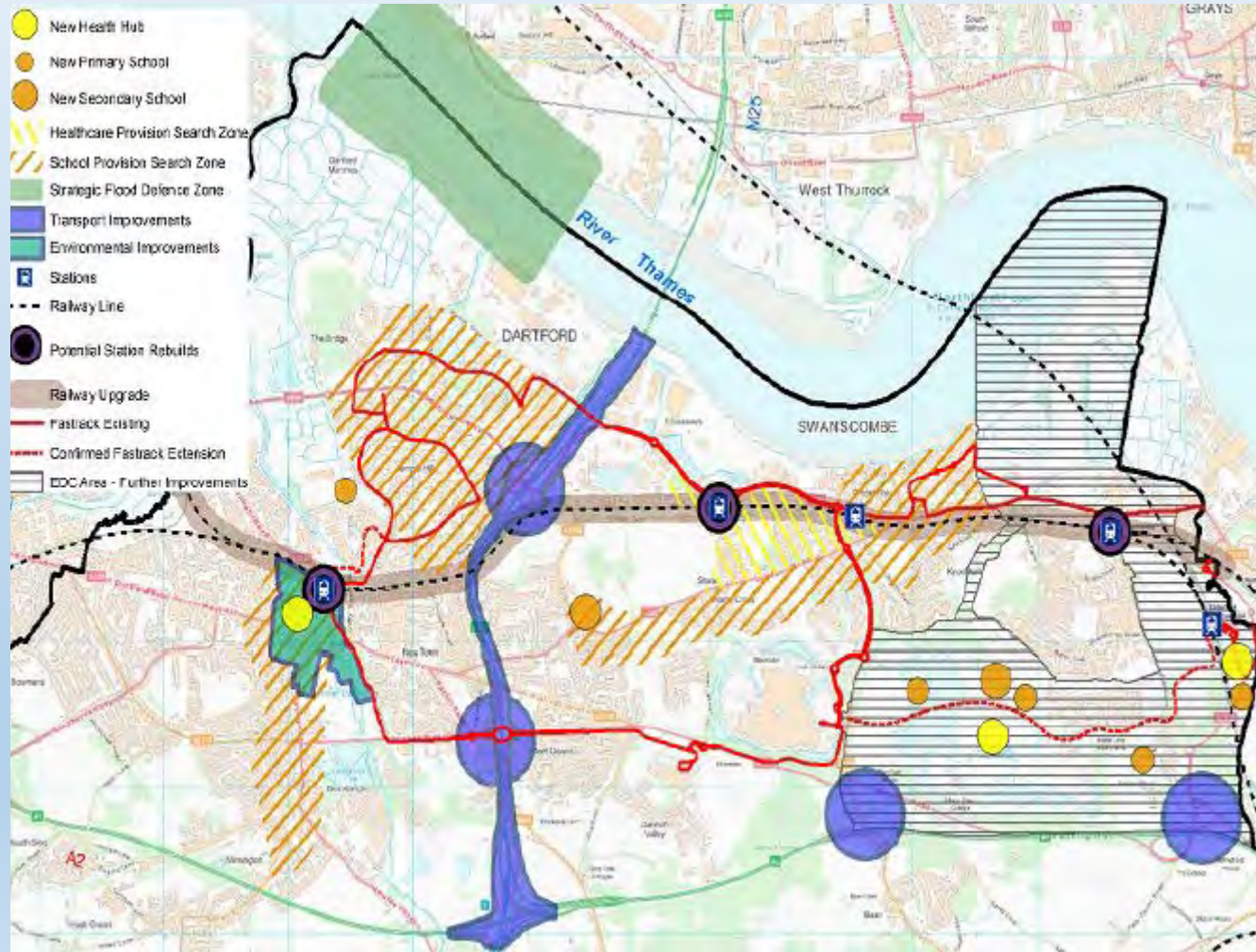
Transport – major projects ahead



Growing sub-national action to take forwards: C2E (Thames Estuary Commission), TfSE.....



Key Strategic Matters and Cooperation



• Social infrastructure – problems of finding land and securing it to delivery.

- Zones of search to refine.
- KCC, CCG, EDC.

• Transport

- Highways/ Thames Crossings –HE
- Rail – NE and C2E partnership
- Fastrack – KCC, EDC.
- L. Resort impact – HE, EDC & GBC

Strategic Issues/ Cooperation

DISCUSSION POINTS

DUTY TO COOPERATE DISCUSSION

Dartford perspectives:

- Strategic sites/ issues: consensus?
- Complexities to address
 - Infrastructure delivery eg C2E.
 - Focusing on the drivers: linkages, flows, origins of demand
 - Practicalities of growth impacts and development control
- 'Protocol' for collective use to help guide Cooperative discussions

SoCGs:

- Existing with Sevenoaks
- First stage draft with Bexley agreed
- Drafts in discussion with GBC/EDC
- GLA/ KCC?

DUTY TO COOPERATE DISCUSSION

Recent/current events:

- London surplus housing needs. London Plan to be adopted 2020.
- Sevenoaks lessons
- Kent Infrastructure Proposition to MHLCG submitted in 2020?
- Thames Estuary

Statements of Common Ground & Political Agreement

Duty to Cooperate Discussion

What do you think are the next practical measures need to take further Duty to Cooperate actions in Kent, Greater London & Essex?

Local Plan Preferred Options Duty to Cooperate Event 6 February 2020

Notes from Duty to Co-operate Workshop:

Dartford Local Plan Preferred Options

held on Thursday 6th February 2020 at Dartford Civic Centre offices

Attendance:

Mark Aplin (MA) – Dartford Borough Council
Andrea Wright (AW) – Dartford Borough Council
Hannah Gooden (HG) – Sevenoaks District Council
Fran Potter (FP) – Kent County Council
Shazad Ghani (SG) – Gravesham Borough Council
Richard Hatter (RH) – Thurrock Council

Apologies:

Mark Pullin – Ebbsfleet Development Corporation
Bexley Council

Invited, no response:

GLA

1. Introduction and Preferred Options context

SEE PRESENTATION 1.

Questions:

SG: Is the broad location in Swanscombe mainly for residential?

MA: No as a very large area, mostly to remain open but it may include some residential; will be a mix of uses and lower density.

HG: How do DBC split top three categories on the Key Diagram and how do they reflect the overall strategy?

MA: The diagram is a draft to evolve further but there are clearly two focal areas overall – the town centre and the Ebbsfleet area. These each have three types of spatial designation shown:

- EDC and the town centre: Priority Regeneration Centres depict existing boundaries,
- A strategic allocation with details proposed at each,
- A symbol at each also indicates Broad Locations – general areas where longer-term potential is to be explored e.g. edge of the town centre by Dartford railway station has future potential.

2. Dartford Local Plan Housing and key other Evidence

SEE PRESENTATIONS 2-5.

Questions:

SG: Is the DERNA based on recent household projections?

AW: based on the 2016 household projections.

RH: Did DBC use any variation of the standard methodology, reflecting Dartford's employment characteristics?

MA: We have stuck to the housing target outputs from the standard method, to date. Guidance does not appear to require otherwise including in the current Dartford context.

SG: For the SHMA work in Gravesham they looked at how much uplift they would require. Is Dartford doing this for the borough in general?

MA: National policy has changed since that SHMA. DBC are however still doing number crunching and reviewing national policy.

SG: Did DBC get any demographic data for the workforce?

AW: No.

HG: For older people all new buildings should meet the M4[2] criteria and wheelchair accessibility is more expensive so set at a higher threshold. On future provision for local housing need Sevenoaks looked at each parish individually.

SG: Are DBC retaining the commercial units behind the Northern Gateway residential area?

MA: Yes expected to remain in B class and some of it is already protected employment area.

HG: Is it commuters who mainly occupy the Northern Gateway flats?

MA: Anecdotally it would appear principally yes, although there is a fair range of people occupying them.

SG: Are people moving in from SE London?

MA: Some are and there is some indigenous growth and movement from within the borough too.

HG: Sevenoaks did a call for sites and had over 500 sites. They are now looking at urban capacity and asking landowners if they are interested in promoting their sites. Are Dartford going to be doing that?

MA: DBC wrote to owners of potential brownfield sites in the urban area as part of work on the SHLAA. Some are now interested who were not previously.

SG: Has the Crossrail work produced any useful information?

MA: The early work for this and its long-term site identification has been considered, albeit it was high level and deliberately not focused on current guidance.

SG: Have DBC had a discussion with the EDC about making [G&T] provision?

MA: Communication via letters occurred in the past. No discussion as part of Preferred Options yet.

FP: Are there sites identified in the EDC area?

MA: Not that we are aware of.

Collective discussion: How do the findings and studies compare with your own authority's outputs?

HG: For the transport modelling, are we using existing model or a new one?

MA: Model is based on an extract from the Lower Thames Crossing model.

HG: Are Highways England involved?

MA: Yes it was their original model.

HG: Have they commented on growth?

MA: Yes but more discussions needed.

SG: Gravesham had a meeting with them and their model is insufficient for Regulation 19 so they are using the KCC model instead.

FP: KCC model should be ready as a whole by September.

SG: Have the EDC shared the viability work for Ebbsfleet Central.

MA: No, they have not yet.

HG: Sevenoaks have many temporary G&T sites and are looking at if they can be made permanent.

RH: Thurrock has an older population of Gypsy and Travellers who no longer meet the definition and can be placed into housing, thereby freeing up pitches. Have Dartford looked into this?

AW: Mainly younger population in DBC. There is one Council run site but many on that site do not meet the definition.

RH: Are Dartford making provision for transit sites?

AW: Not a lot of need for those in Dartford, but maybe different in Kent as a whole.

HG: Will DBC be taking the G&T sites out of the green belt?

MA: We may have to consider the case to take them out.

RH: Thurrock has a policy in its Core Strategy 2014 which shows G&T sites in the green belt and which allows extensions to these.

3. Refreshments break

4. Dartford/ Strategic Issues and Co-operation

SEE PRESENTATION 6.

Questions:

SG: What would be Dartford's approach on London Resort?

MA: They would need to provide all the evidence to us currently lacking.

MA explained there are 6 areas within the plan document (chapter 4) each with preferred option and 2 alternatives. Chapter 5 expands on the Preferred Option topic by topic.

HG: What is the area of green belt disconnected from the rest?

MA: Dartford Marshes.

HG: Is it a well-used area?

MA: Parts of it are for activities such as long distance path, local dog walking although some areas are not so well managed and anti social behaviour has occurred. However although relatively small it is essential in preventing coalescence of Greater London and Kent.

MA explained that infrastructure is a key part of the plan, health provision on the ground has not moved on a lot and it is hard to find further land for community development. Current options show zones of search. Transport – C2E is being taken forward now.

RH: In terms of the flood defence zone for a potential future flood barrier at Long Reach, Thurrock want a clear direction from the Secretary of State as much of the land on the Thurrock side is an operational site. This is difficult given that the EA will not be taking it forward until 2035. Thurrock has a detailed discussion with the TE2100 team on producing land use strategy and Thurrock are now integrating into their Local Plan. Are Dartford doing this?

MA: EA have not pushed this in Dartford. The EA raised the issue of a buffer zone behind flood defences and would be expected to provide evidence to justify this.

SG: Are there any improvements to junction 1A planned?

MA: Yes and they have some funding for the scheme now and regular meetings have been set up with Highways England and Dartford and KCC going forward.

Collective discussion: What do you think are the next practical measures needed to take further Duty to Co-operate actions in Kent, Greater London/ Essex?

MA: Statements of Common Ground have been signed with Sevenoaks and a first stage one has been agreed with Bexley. Discussions with EDC and Gravesham around one are ongoing. Have KCC done any?

FP: Yes, most recent one is with Folkestone and Hythe. KCC are open to discussion on having one with Dartford.

RH: THE GLA are rolling out willing partner meetings with the wider South East from February 2020 onwards. A series of area based workshops have been set up in East of England. Secretary of State's decision on the London Plan is delayed until 17 February 2020 and after this GLA need to become more involved in future as no first stage meetings have yet taken place.

HG: Sevenoaks update – they are awaiting final report and Members are involved now. They feel they have met the duty to co-operate and have full statements of common ground. Once they have received the report they will share it round.

RH: South Essex are currently liaising with PINS as their needs are different to Thurrock as they are more focused on linkages to London. RH will also be leading on South Essex duty to Co-operate and has agreed to come to a Kent Planning Policy Forum to speak about it and also he will invite all relevant authorities from this side of the river to meetings post the intro at the Forum.

Actions

MA to send round all the presentation slides.



Housing Needs Assessment
Duty to Co-operate Presentation

7th August 2019



Agenda

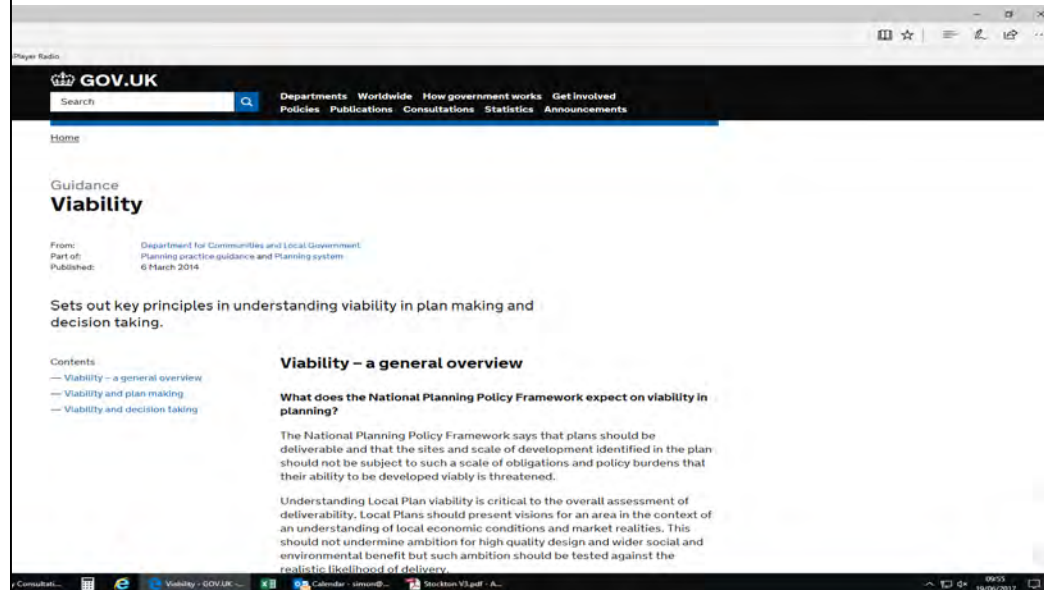
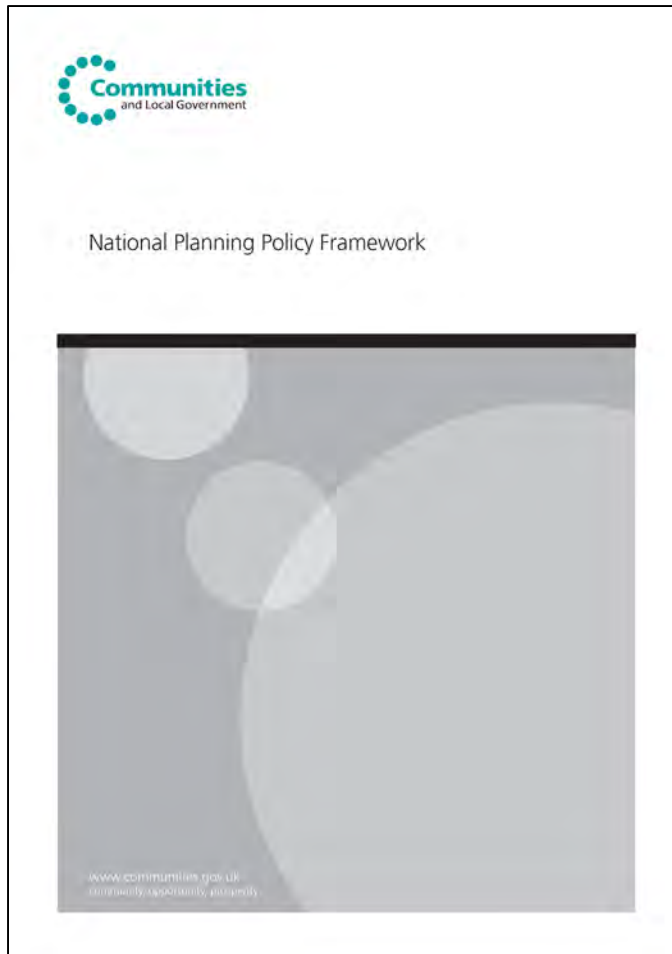
2019 NPPF, updated PPG

Methodology / Key Inputs

- Standard Method
- NMSS Model
- Affordable Need
- Specific Groups

Main Findings

The Old



NPPF / PPG Consultation (March 2018)


Ministry of Housing,
Communities &
Local Government

Housing Delivery Test
Draft Measurement Rule Book

Draft


Ministry of Housing,
Communities &
Local Government

National Planning
Draft text for consultation


Ministry of Housing,
Communities &
Local Government

National Planning Policy Framework
Consultation proposals

March 2018
Ministry of Housing, Communities and Local Government


Ministry of Housing,
Communities &
Local Government

Draft Planning Practice Guidance for Viability

Ministry of Housing, Communities and Local Government


Ministry of Housing,
Communities &
Local Government

Government response to the Planning for the
right homes in the right places consultation

A summary of consultation responses and the Government's
view on the way forward

March 2018
Ministry of Housing, Communities and Local Government


Ministry of Housing,
Communities &
Local Government

Supporting housing delivery through
developer contributions

Reforming developer contributions to affordable housing and
infrastructure

March 2018
Ministry of Housing, Communities and Local Government



The new ...



Ministry of Housing,
Communities &
Local Government

National Planning Policy Framework

... and newer



Ministry of Housing,
Communities &
Local Government

National Planning Policy Framework

February 2019
Ministry of Housing, Communities and Local Government



Duty to Co-Operate?

- Housing Need assessed at Local Authority level – using Standard Method
 - *Local housing need assessments may cover more than one area, in particular where strategic policies are being produced jointly, or where spatial development strategies are prepared by elected Mayors, or combined authorities with strategic policy-making powers..... (2a-013-20190220)*
- Inform DtC discussions on housing delivery
- Helpful for neighbours to be comfortable with approach and methodology

Dartford and the Housing Market Area

- Travel to work
- ONS
- Migration
- Housing Market (cost)

Table 1.1 The ten authorities with which Dartford has the largest travel to work flows

<i>Travel to work journeys made by people aged 16 and over resident in Dartford</i>			<i>Travel to work journeys made by people aged 16 and over working in Dartford</i>		
<i>Destination authority area</i>	<i>Number of Dartford residents that work there</i>	<i>Proportion of all residents in work that work there</i>	<i>Authority area of residence</i>	<i>Number of people working in Dartford</i>	<i>Proportion of people working in Dartford that live there</i>
Dartford	13,901	33.9%	Dartford	13,901	29.9%
Bexley	5,065	12.3%	Gravesham	6,710	14.4%
Westminster, City of London	3,882	9.5%	Bexley	5,948	12.8%
Gravesham	1,929	4.7%	Medway	3,977	8.5%
Sevenoaks	1,853	4.5%	Sevenoaks	3,010	6.5%
Greenwich	1,797	4.4%	Greenwich	1,740	3.7%
Bromley	1,565	3.8%	Bromley	1,293	2.8%
Tower Hamlets	1,187	2.9%	Maidstone	1,035	2.2%
Southwark	1,162	2.8%	Tonbridge and Malling	918	2.0%
Medway	811	2.0%	Swale	593	1.3%



ONS 2015 Travel to Work



Table 1.2 The ten authorities with which Dartford has the largest outward migration flows in 2017

People that moved out of Dartford in the preceding year

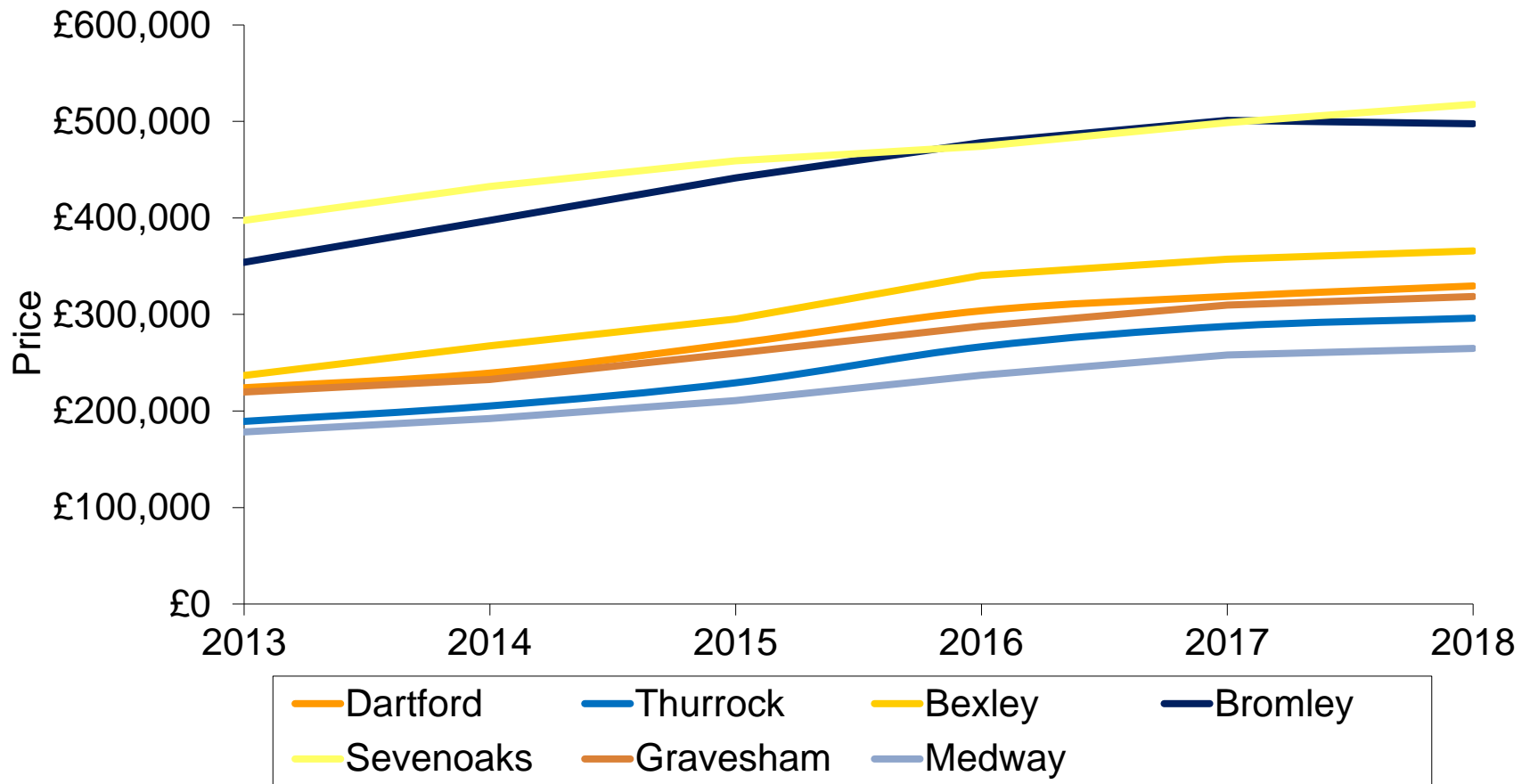
<i>2017</i>			<i>2011</i>
<i>Destination authority area</i>	<i>Number of Dartford residents that moved there</i>	<i>Proportion of all residents leaving Dartford that moved there</i>	<i>Proportion of all residents leaving Dartford that moved there</i>
Bexley	811	12.6%	15.6%
Gravesham	758	11.8%	16.6%
Medway	550	8.5%	6.5%
Sevenoaks	428	6.6%	8.8%
Maidstone	240	3.7%	2.2%
Tonbridge and Malling	218	3.4%	2.2%
Greenwich	188	2.9%	3.3%
Bromley	185	2.9%	3.3%
Canterbury	158	2.4%	1.4%
Swale	133	2.1%	2.2%

Table 1.3 The ten authorities with which Dartford has the largest inward migration flows in 2017

People that moved into Dartford in the preceding year

<i>2017</i>			<i>2011</i>
<i>Original authority area of residence</i>	<i>Number of people that moved to Dartford</i>	<i>Proportion of all people moving to Dartford</i>	<i>Proportion of all people moving to Dartford</i>
Bexley	1,817	22.7%	25.2%
Greenwich	796	9.9%	8.9%
Gravesham	624	7.8%	9.2%
Lewisham	446	5.6%	3.8%
Bromley	427	5.3%	5.7%
Sevenoaks	408	5.1%	9.3%
Medway	254	3.2%	3.6%
Southwark	181	2.3%	2.1%
Newham	168	2.1%	1.4%
Redbridge	159	2.0%	0.2%

Change in overall average price since 2013



Housing Market Area

- Strongest links East – West
- Closest links to Bexley
- Relationship with Gravesham reducing, but still important.

HNA - 4 Key Elements

- Overall Housing Need
- Overall Housing Need by tenure and size
- Affordable Need
- Need of specific groups

Overall Housing Need

- Standard Method
- 2014 Household Projections
- Uplift for affordability (or not)
 - *‘housing need is an unconstrained assessment of the number of homes needed in an area. Assessing housing need is the first step in the process of deciding how many homes need to be planned for.’*
 - *‘the National Planning Policy Framework expects strategic policy-making authorities to follow the standard method in this guidance for assessing local housing need.’*
- Subject to cap?

Step 1 – Setting the Baseline

- Population 2019
45,277
- Population 2029
51,161
- Change
5,884
- 10 Year Average
588 per year



Step 2 – Adjustment for affordability?

- median workplace-based affordability ratios

$$\text{Adjustment factor} = \left(\frac{\text{Local affordability ratio} - 4}{4} \right) \times 0.25 + 1$$

Affordability

- The affordability ratio

9.67

- The adjustment factor

$9.67 - 4 = 5.67$, $5.67 / 4 = 1.14175$,

$1.14175 \times 0.25 = 0.354375$, $0.354375 + 1 = 1.354375$

1.354375

- Applying to average projected growth

588

- Adjusted annual local Housing Need

797 per year 

Step 3 – Capping the Increase?

..., the local housing need figure is capped at 40% above whichever is the higher of:

- a. the projected household growth for the area over the 10-year period identified in step 1; or*
- b. the average annual housing requirement figure set out in the most recently adopted strategic policies (if a figure exists).'*

Caps?

- Cap (a) - 40% of Step 1. (588pa x 1.4)
824
- Cap (b) - 40% increase on 2011 Core Strategy. (865pa x 1.4)
1,211

The Housing Need in Dartford, as assessed using the Standard Method is 797 per year.

By tenure and size

‘assess the size, type and tenure of housing needed for different groups in the community’

- Use the NMSS model to model age profile of future population
- Use HDH LTBHM model to produce future housing profile

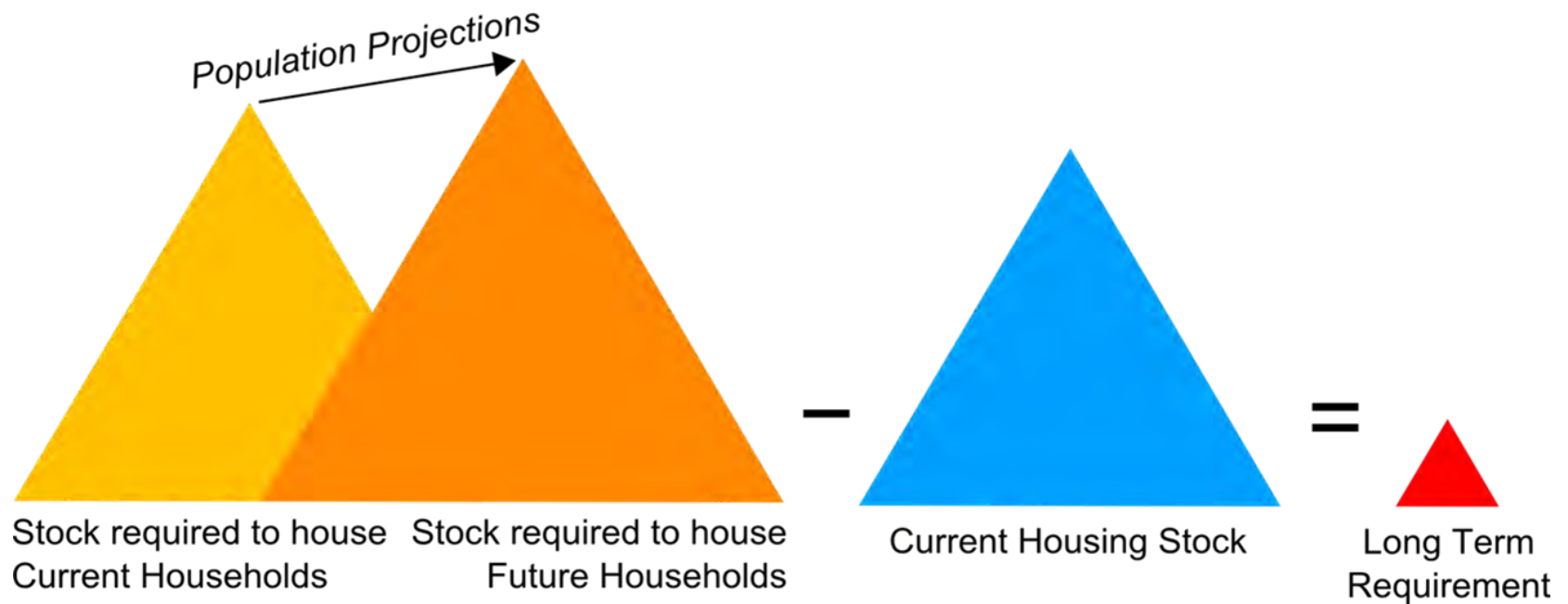
Assume

- Population profile based on 2016 based projections (as most up to date)
- Assume profile of affordability uplift follows past in migration
- Model out overcrowding
- Assume other occupancy patterns continue

Table 1.4 Age profile of people that moved into Dartford in 2017

<i>2017</i>					<i>2011</i>
<i>Age profile</i>	<i>People moving from outer London Boroughs</i>	<i>People moving from inner London Boroughs</i>	<i>People moving from Kent authorities</i>	<i>All people moving to Dartford</i>	<i>All people moving to Dartford</i>
0-14	24.0%	25.8%	23.5%	22.6%	17.5%
15-29	26.6%	18.9%	24.7%	28.0%	38.4%
30-44	31.1%	38.6%	23.9%	30.9%	27.4%
45-59	10.8%	11.2%	15.5%	11.3%	9.9%
60+	7.6%	5.4%	12.3%	7.2%	6.8%
All ages	100.0%	100.0%	100.0%	100.0%	100.0%

LTBHM Model



Population

Table 4.1 Age of projected population in Dartford in 2036 compared to current age profile

<i>Age</i>	<i>2019 Population</i>	<i>2019 Percentage</i>	<i>2036 Population</i>	<i>2036 Percentage</i>
0-14	22,407	20.5%	26,357	19.0%
15-29	18,455	16.9%	23,656	17.0%
30-44	25,151	23.0%	28,263	20.4%
45-59	22,029	20.1%	28,681	20.7%
60-75	13,709	12.5%	19,789	14.3%
75+	7,673	7.0%	12,061	8.7%
Total	109,424	100.0%	138,807	100.0%

Households

Table 4.2 Projected household population in Dartford in 2036 by household type

<i>Household type</i>	<i>2019 Number</i>	<i>2019 Percentage</i>	<i>2036 Number</i>	<i>2036 Percentage</i>
One person	13,383	29.9%	17,888	30.9%
Couple with no children	9,832	22.0%	11,822	20.4%
Couple with child/children	13,121	29.3%	15,936	27.5%
Lone parent	5,381	12.0%	7,329	12.6%
Other*	3,027	6.8%	5,005	8.6%
Total	44,745	100.0%	57,980	100.0%

Tenure

Table 4.3 Current tenure and tenure profile projected in Dartford in 2036

<i>Tenure</i>	<i>Current tenure (2019)</i>		<i>Projected tenure (2036)</i>	
	<i>Number</i>	<i>Percentage</i>	<i>Number</i>	<i>Percentage</i>
Owner-occupied	27,952	62.5%	35,524	61.3%
Private rented	9,971	22.3%	12,842	22.1%
Shared Ownership	766	1.7%	1,587	2.7%
Social Rent/Affordable Rent	6,056	13.5%	8,027	13.8%
Total	44,745	100.0%	57,980	100.0%

New Housing

Table 4.4 Tenure of new accommodation required in Dartford over the next 17 years

<i>Tenure</i>	<i>Current tenure profile (2019)</i>	<i>Tenure profile 2036</i>	<i>Change required</i>	<i>% of change required</i>
Owner-occupied	27,952	35,524	7,572	57.2%
Private rent	9,971	12,842	2,870	21.7%
Shared Ownership	766	1,587	821	6.2%
Social Rent/Affordable Rent	6,056	8,027	1,971	14.9%
Total	44,745	57,980	13,235	100.0%

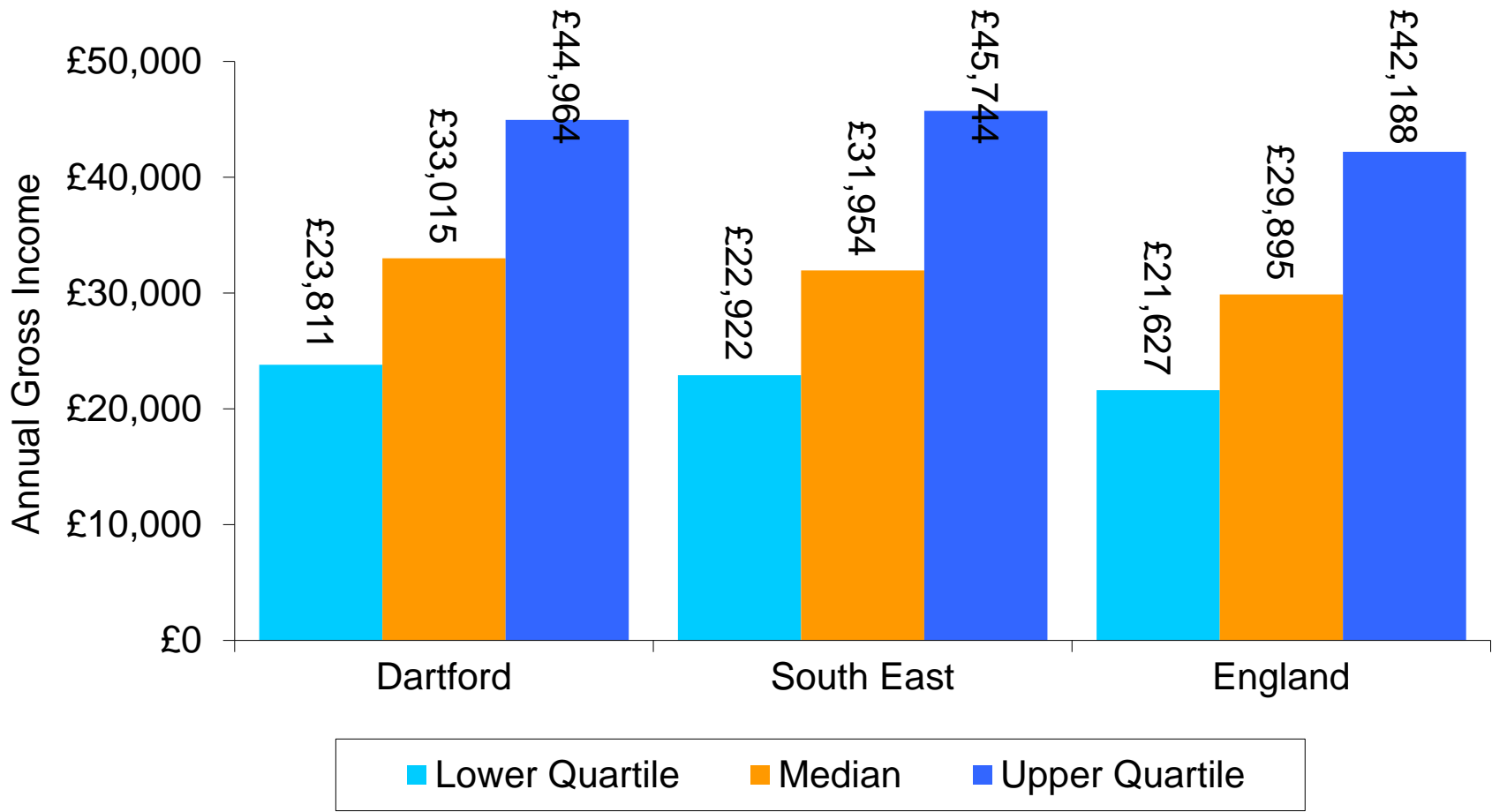
Affordable Need

How can affordable housing need be calculated?

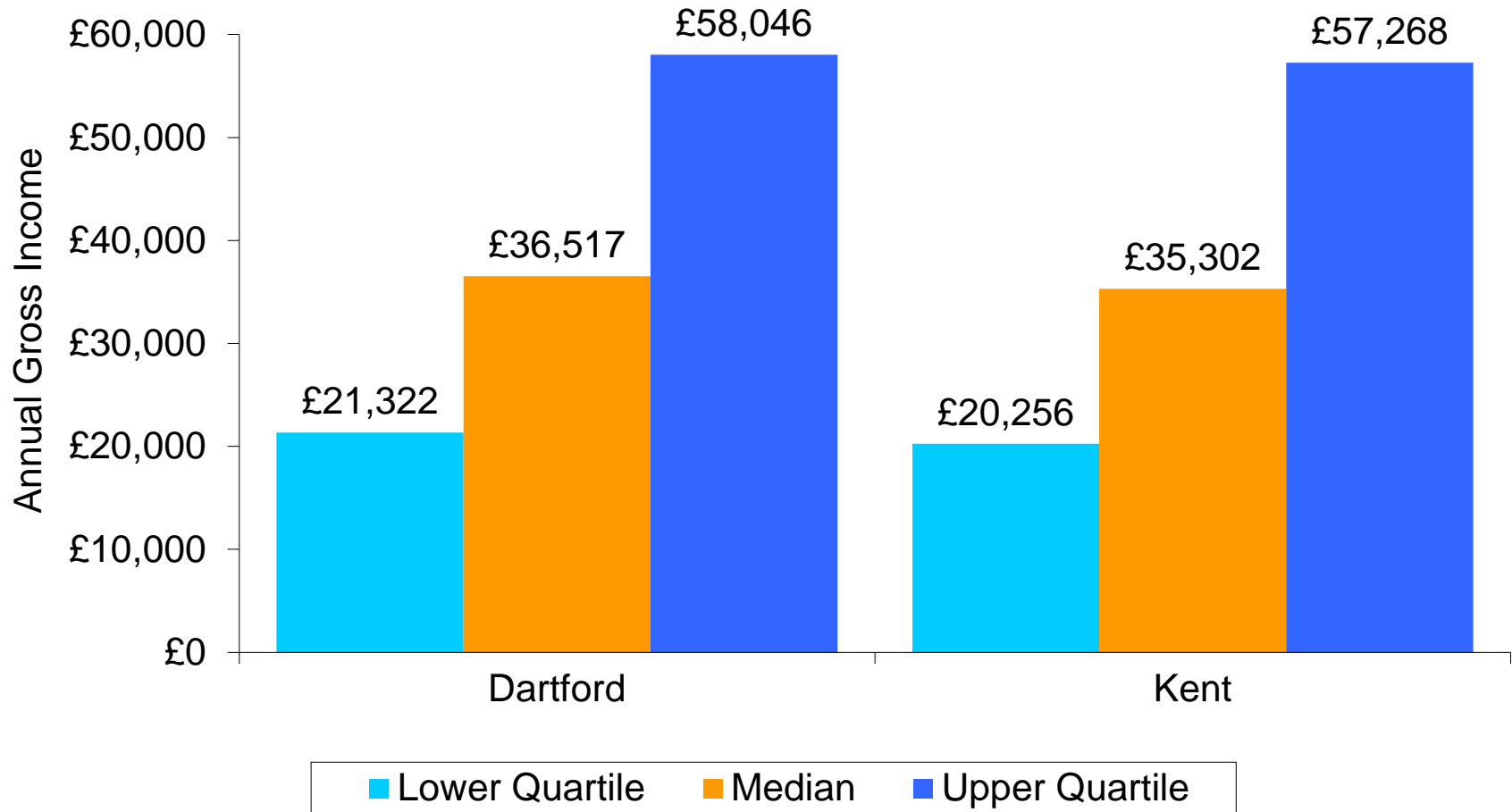
Strategic policy-making authorities will need to estimate the current number of households and projected number of households who lack their own housing or who cannot afford to meet their housing needs in the market. This should involve working with colleagues in their relevant authority (e.g. housing, health and social care departments).

Paragraph: 019 Reference ID: 2a-019-20190220

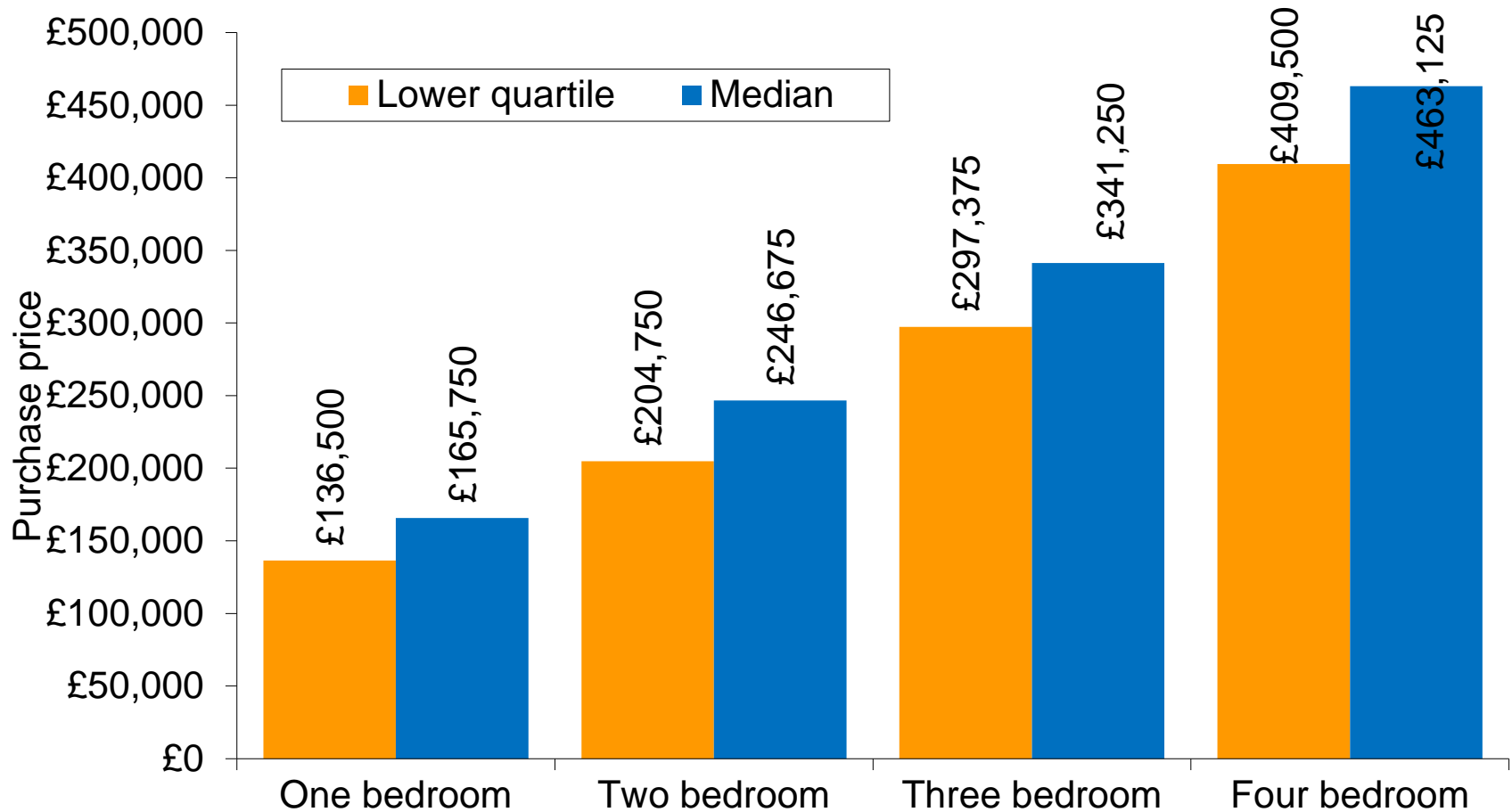
Income – Full Time Employed



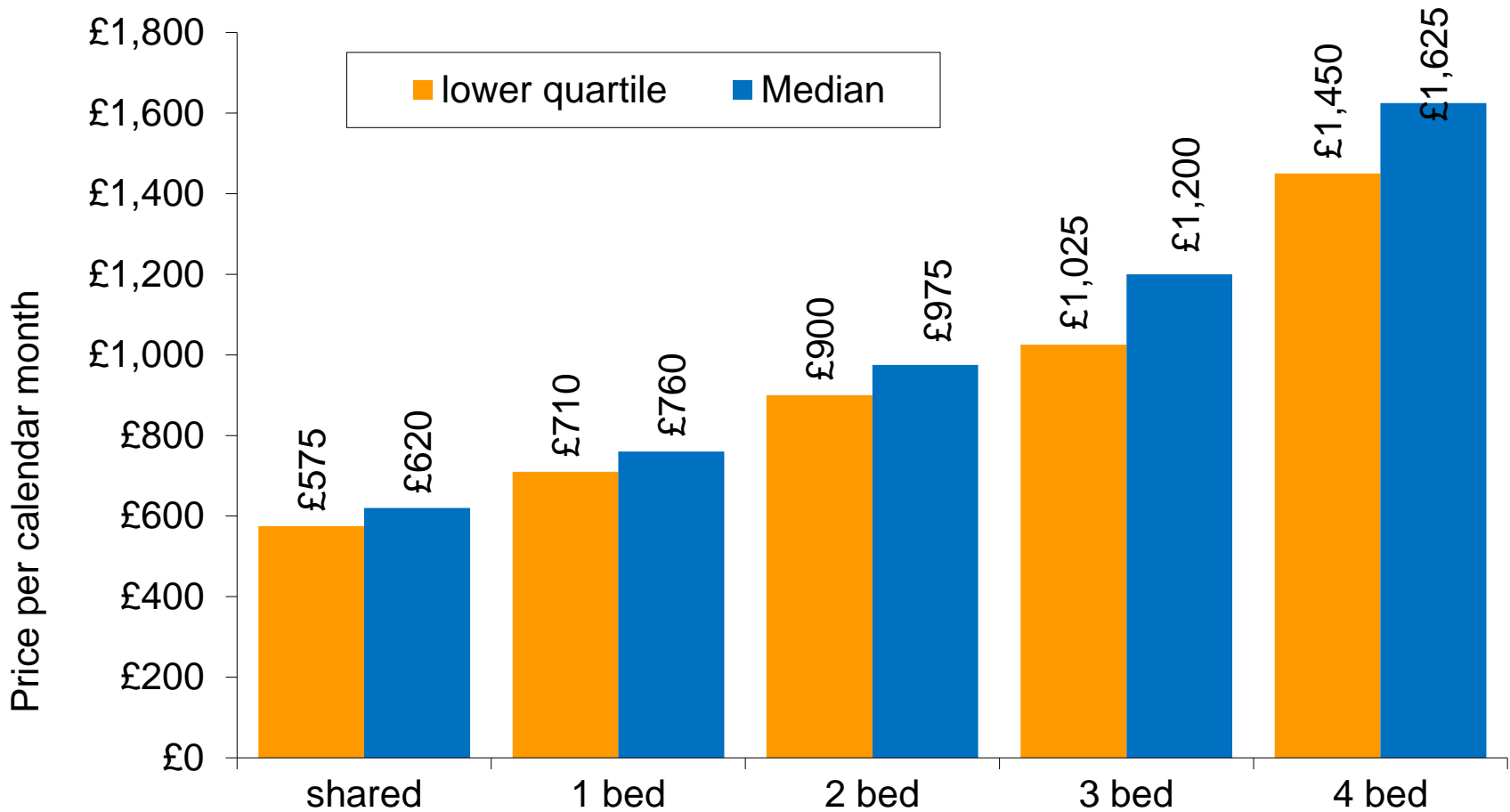
Income - Household



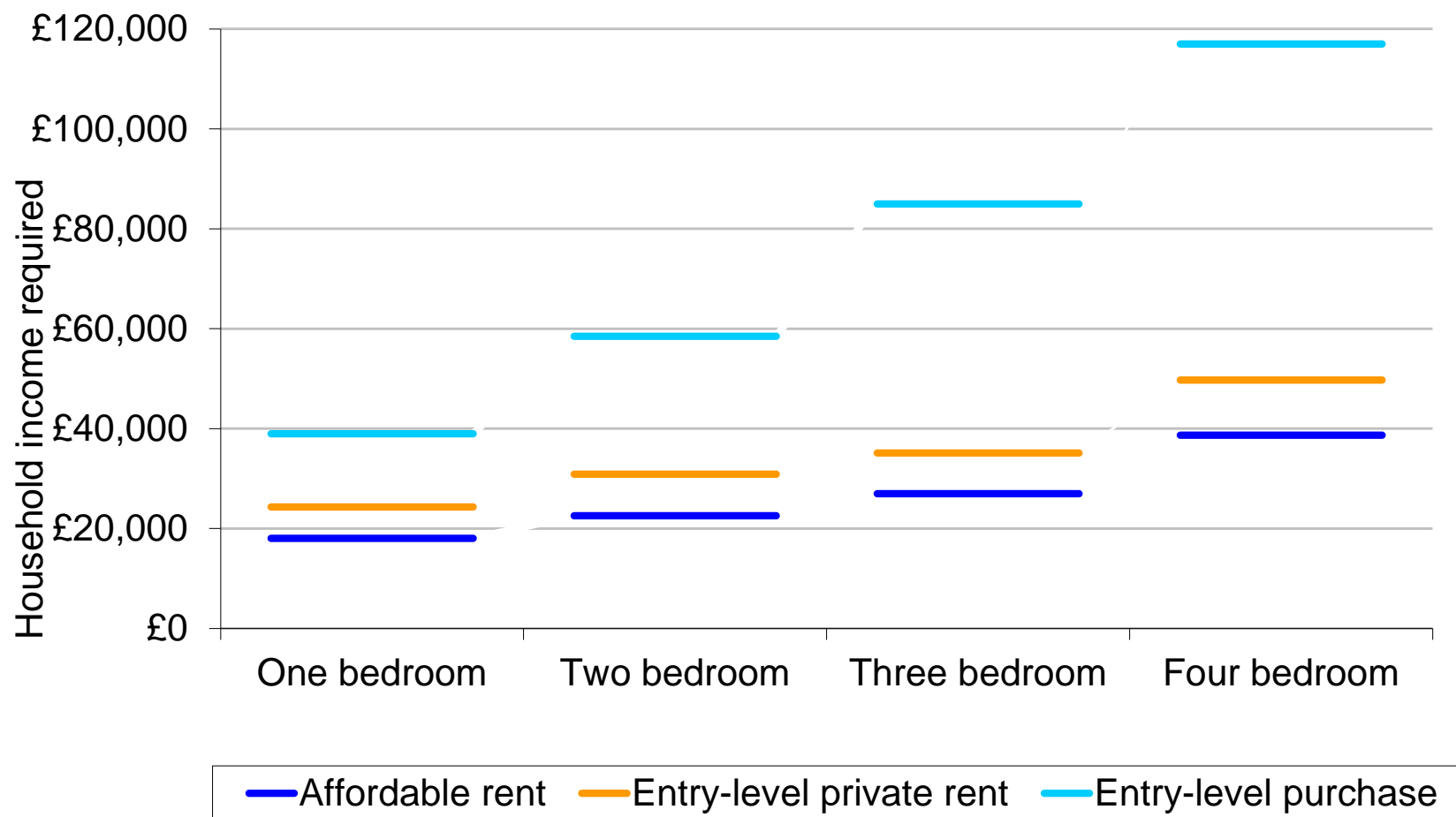
House Prices - Values



House Prices - Rents



Income to Access Housing



What is Affordable Need?

The total affordable housing need can then be considered in the context of its likely delivery as a proportion of mixed market and affordable housing developments, taking into account the probable percentage of affordable housing to be delivered by eligible market housing led developments. An increase in the total housing figures included in the plan may need to be considered where it could help deliver the required number of affordable homes.

Paragraph: 024 Reference ID: 2a-024-20190220

AFFORDABLE NEED IS NOT A TARGET

A prescribed formula

- Current need
- Newley arising need
- Current supply
- Committed supply

**Table 5.9 Results of the affordable housing needs model in
Dartford**

<i>Stage in calculation</i>	<i>the HMA</i>
Stage 1: Current unmet gross need for affordable housing (Total) (Table 5.3)	1,372
Stage 2: Newly arising affordable housing need (Annual) (Table 5.5)	662
Stage 3: Current affordable housing supply (Total) (Table 5.6)	1,661
Stage 4: Future housing supply (Annual) (Table 5.8)	382
Stage 5.1 Net current need (Stage 1 - Stage 3) (Total)	-289
Stage 5.2 Annualise net current need (Stage 5.1/17) (Annual)	-17
Stage 5.3 Total need for affordable housing (Stage 2+ Stage 5.2 – Stage 4) (Annual)	263
Total gross annual need (Stage 1/17 + Stage 2) (Annual)	743
Total gross annual supply (Stage 3/17 + Stage 4) (Annual)	480

Table 5.11 Size of additional units required to meet housing need in Dartford					
<i>Size of home</i>	<i>Need requirement</i>				
	<i>Gross annual need</i>	<i>Gross annual supply</i>	<i>Net annual need</i>	<i>As a % of total net annual need</i>	<i>Supply as a % of gross need</i>
One bedroom	246	228	17	6.6%	92.9%
Two bedrooms	266	177	89	33.7%	66.7%
Three bedrooms	134	65	69	26.1%	48.6%
Four or more bedrooms	97	9	88	33.6%	9.2%
Total	743	480	263	100.0%	64.6%

Table 5.12 Size and type of affordable home required by those in need (per annum) in Dartford						
<i>Product</i>	<i>One bed</i>	<i>Two bed</i>	<i>Three bed</i>	<i>Four bed</i>	<i>Total</i>	<i>Total (%)</i>
Shared Ownership – 40% equity share	50	48	-	-	98	13.2%
Shared Ownership – 25% equity share	84	87	14	15	200	26.9%
Intermediate Rent	17	54	13	17	101	13.6%
Affordable Rent	64	108	51	36	259	34.9%
Social Rent/requires assistance	162	158	83	61	464	62.4%
All households	246	266	134	97	743	100.0%

Affordability Threshold?

Table 5.13 Impact of different affordability assumptions on affordable housing requirement in Dartford

	<i>Rent payable constitutes no more than:</i>			<i>Market entry is based on owner-occupation</i>
	<i>Affordability threshold: 35% of gross household income</i>	<i>30% of gross household income</i>	<i>25% of gross household income</i>	
Stage 1: Current gross need	1,372	1,619	1,866	1,742
Stage 2: Newly arising need	662	775	894	761
Stage 3: Current supply	1,661	1,691	1,701	1,697
Stage 4: Future supply	382	382	382	382
Stage 5.1 Net current need	-289	-72	165	45
Stage 5.2 Annual net current need	-17	-4	10	3
Stage 5.3 Total annual need	263	⁴⁰ 388	521	382

Older People's Housing

- Population Change
 - 2019 16,121
 - 2036 24,784
 - Plus 53.7%
- Household Change (headed by 65+)
 - 2019 10,185
 - 2036 15,606
 - Plus 53.2%

Specialist Housing

- Now
 - 485 units
 - 60 units with care

Table 6.2 Specialist accommodation required in Dartford over the plan period			
<i>Type of specialist accommodation</i>	<i>Current profile</i>	<i>Profile 2036</i>	<i>Additional units required</i>
Housing for older people	485	1,012	527
Housing with care	60	130	70
Total	545	1,142	597

Registered Care

- POPPI
 - 750 spaces in nursing and Residential Care
 - 359 additional spaces needed over 17 years.

People with disabilities

- The data is thin
- 15.1% of the resident population had (2011) a long-term health problem or disability
 - Of which
 - 43.8% had a condition that limited day-to-day activities a lot
 - 56.2% had a condition that limited activities a little

Table 6.3 Number of people with particular health issues projected over the Local Plan period in Dartford

Condition	2019	2036	Total change	% change
Health condition				
People aged 65 and over with an illness*	3,478	5,216	1,738	50.0%
People aged 18-64 with impaired mobility	3,501	6,245	2,744	78.4%
People aged 18-64 with a common mental health problem	12,758	15,623	2,865	22.5%
People all ages with a learning disability	1,974	2,627	653	33.1%
People requiring assistance with activities				
People aged 65 and over that are unable to manage at least one mobility activity on their own**	3,022	4,762	1,740	57.6%
People aged 65 and over who need help with at least one domestic task***	4,662	7,234	2,572	55.2%
People aged 65 and over who need help with at least one self-care activity****	4,612	5,341	729	15.8%
People aged 18-64 with a serious personal care disability*****	565	713	148	26.2%
All people	109,424	138,807	29,383	26.9%

Accessible and Adaptable

- Life Opportunities Survey
- POPPI and PANSI
- Need for 4,480 accessible and adaptable on 2036 if all institutional population have impaired mobility
- Need for 5,548 accessible and adaptable on 2036 if half institutional population have impaired mobility

Other Groups

- Families with children
- Private Rented Sector
- Self and Custom Build

Headlines

- Overall Housing Need
 - Standard Method 797 per year
 - Owner Occupied 57.2%
 - Private Rent 21.7%
 - Shared Ownership 6.2%
 - Social / Affordable Rent 14.9%
- Affordable Need
 - PPG formula 262 per year

Dartford and Ebbsfleet Residential Needs Assessment Duty to Cooperate Event 7 August 2019

To enable the most effective working relationship between Dartford and its neighbouring authorities the Council organised an event where these neighbouring authorities could learn about the draft outcomes of the project and the implications for the Council's Local Plan. This was done to try and promote transparency of the process and the outcomes produced as well as facilitating good partnership working more generally. In total seven different organisations were invited of which five attended the event. A full list of those that were invited and those that attended the stakeholder event is set out in Table A1.3. Representatives of planning from the Dartford Borough Council also attended.

The event was a presentation of the relevant national guidance which provides the framework for the study, an overview of the latest data on housing market relationships across authorities, the calculation of the overall housing need using the standard method, the model used to disaggregate the housing need and identify the tenure and size of new housing required over the plan period, the affordable housing need figure and its implications and the requirements of specific groups of the population. Questions were encouraged throughout and a few topics identified for more in depth discussion –the changes in migration flows recorded, the derivation of the overall housing need, the modelling of the housing mix required, the calculation of the affordable housing need and the requirement for specialist accommodation.

Table A1.3 List of invitees to the Duty to Cooperate event			
<i>Invited</i>	<i>Attended</i>	<i>Invited</i>	<i>Attended</i>
Thurrock Council		Sevenoaks Council	Yes
Bexley Council	Yes	Kent County Council	Yes
Greater London Authority		Ebbsfleet Development Cooperation	Yes
Gravesham Council	Yes		

A summary of the discussion that took place at the event is presented below:

Migration Patterns

HDH: The latest population projections indicate that the migration flows between Dartford and Gravesham are reducing in volume relatively (although flows between Gravesham and Dartford are still considerable), and there are more people moving into the Borough from inner London authorities.

Gravesham Council: What is the margin of error used in the migration flow figures used in the population projections?

HDH: We will confirm and record this in the report.

Overall Housing Figures for Dartford

HDH: Using the standard method the housing need in Dartford is 797 homes per year over the plan period.

Bexley Council: What is Dartford's current Local Plan housing figure?

Dartford Council: Dartford's figure is, in summary, a range of 585-865 dwellings per annum and Dartford has used the higher figure for the purpose of the cap.

Model Types

HDH: The approach uses the Neil McDonald model to determine the profile of the population in the Borough in Dartford at the end of the plan period. This model aligns very closely to what is done by ONS when producing their projections and uses the same source data that informs the population and household projections

Kent County Council: Are there other models available which could be used for assessing the need for housing, other than the one used here?

HDH: Yes. All models use the same data from the ONS but make different assumptions. The Neil McDonald model used in this study uses data on the people moving into the Borough and is a close replica of ONS's model. It has been tested and been found to be sound and robust. POPGROUP is another model.

Owner Occupied Dwellings/HMOs

HDH: Discussed the outputs of the LTBHM model in terms of the size and tenure of new housing required in Dartford

Kent County Council: Does the figure for owner-occupied dwellings required (7,572) include family homes occupied as small HMOs?

HDH: Yes, it includes shared groups living in a dwelling, e.g. where a property owner sub-lets rooms to different individuals.

Kent County Council: KCC are wondering if this could be happening at Ebbsfleet Green, i.e. large houses were not generating the children expected through their pupil product ratios.

EDC: stated that there are now resident liaison groups to discuss various issues, e.g. future schooling, open space, aspirations. They consider that many of the houses are occupied by couples who have not yet had children.

Affordable Housing Model Purpose

HDH: It was explained that the affordable housing model is looking at a point in time to try to understand the extent of affordable housing need and whether an uplift to the overall housing required in the Borough is necessary as a consequence. It uses the approach in the PPG. Using a 35% of income affordability threshold, 263 affordable dwellings are needed in Dartford per annum.

Types of Affordable Housing

EDC: What data has been used for the current affordable housing supply?

HDH: This is information from schemes that have planning permission or are very likely to come forward in the near future – it is a conservative figure reflecting only what the Council feels is very secure. It was explained that viability affects the ability to provide social rented housing as opposed to affordable rented housing.

EDC commented that Eastern Quarry will generate a lot of shared ownership housing, but relatively less affordable rented.

Older Persons Accommodation

HDH: The study uses POPPI and PANSI models to evaluate needs for older people. The PPG now includes a section on housing for older and disabled people. The changes do not

create any new requirements; it is more of a change in emphasis. There is no guidance on what to do with the results of the modelling work in relation to older people and the suggestion is to monitor.

KCC commented that as the funding is decreasing there are more care homes closing down, especially the smaller facilities. This means that there are likely to be fewer care home places in the future. Most care homes in Kent are privately run. KCC's approach is to try to keep people in their own homes as long as possible.

DBC noted there was no clear evidence of this in the Borough, e.g. through examples of major changes in provision of late, but that any specific evidence would be welcome.

Accessible and Adaptable Accommodation

HDH: More work needs to be carried out in relation to standards for accessible and adaptable housing. There are inconsistencies in the way that Local Plan inspectors deal with the issue.

KCC: What is the additional cost per unit of providing accessible and adaptable housing?

HDH: £581 for accessible and adaptable housing, around £10,000 for wheelchair adaptable and £20,000+ for wheelchair accessible.

Other Authority Updates

DBC: Given changes in guidance and the new NPPF, where is everyone else at on housing needs evidence?

Bexley Council: Bexley has a draft SHMA, but this is not public. Bexley is trying to reconcile national and London housing targets, so they are in a slightly different situation. Current draft London Plan requires 10% of all homes to be for wheelchair users.

Sevenoaks Council: SDC has a policy which requires 5% wheelchair user dwellings on developments of 20 units or more. The Local Plan Examination will take place in September and nothing major in respect of this policy has arisen.

Gravesham Council: GBC will update their housing needs evidence as the SHENA is out of date. This work has not yet been commissioned.

DARTFORD Local Plan & Retail Study

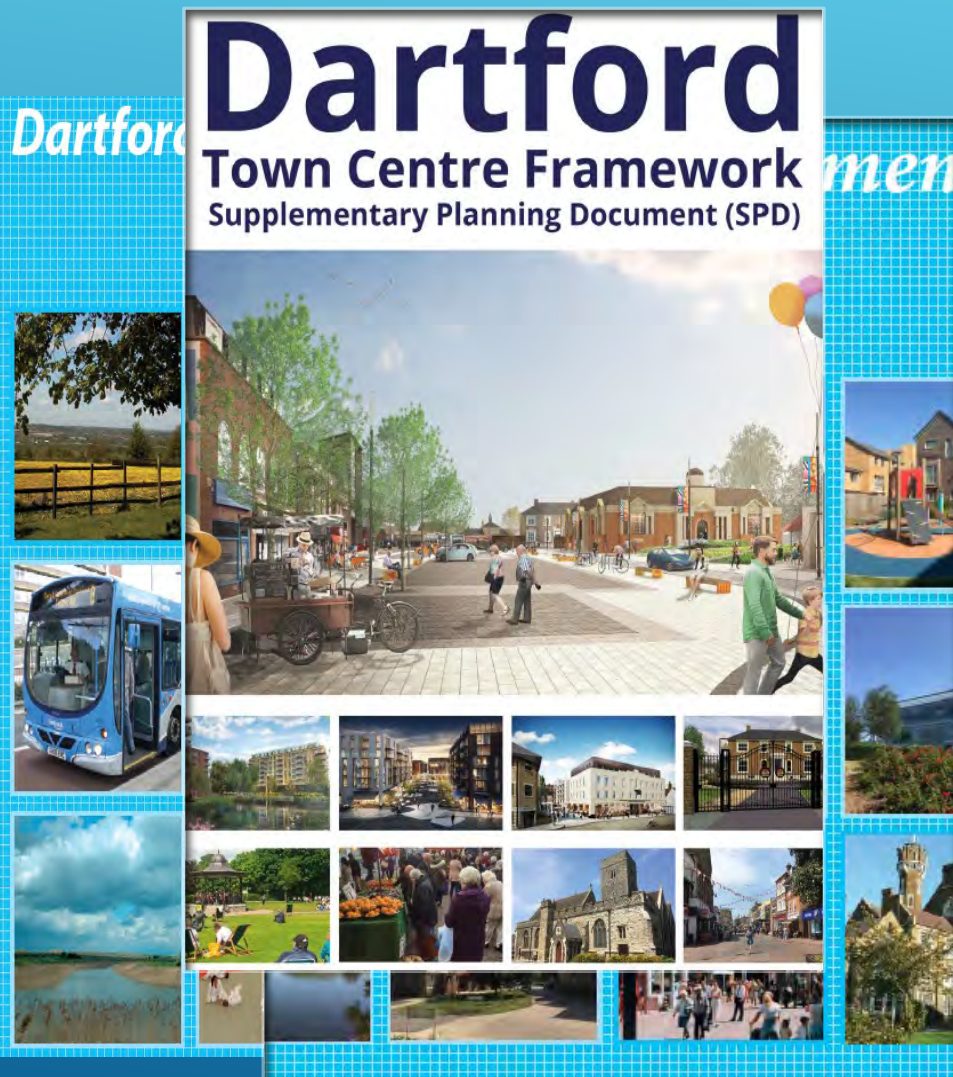
Duty to Cooperate Workshop



ABOUT THIS AFTERNOON

Building on past Duty to Cooperate dialogue on retail, town centres in the sub-region:

1. *Dartford Local Plan & Town Centre Update*
 2. *Questions*
 3. *Briefing on Dartford Retail & Leisure Study Progress*
 4. *Q&A/ Group discussion*
- 
- A series of three parallel white diagonal lines extending from the bottom right towards the top right of the slide.



DARTFORD LOCAL PLAN

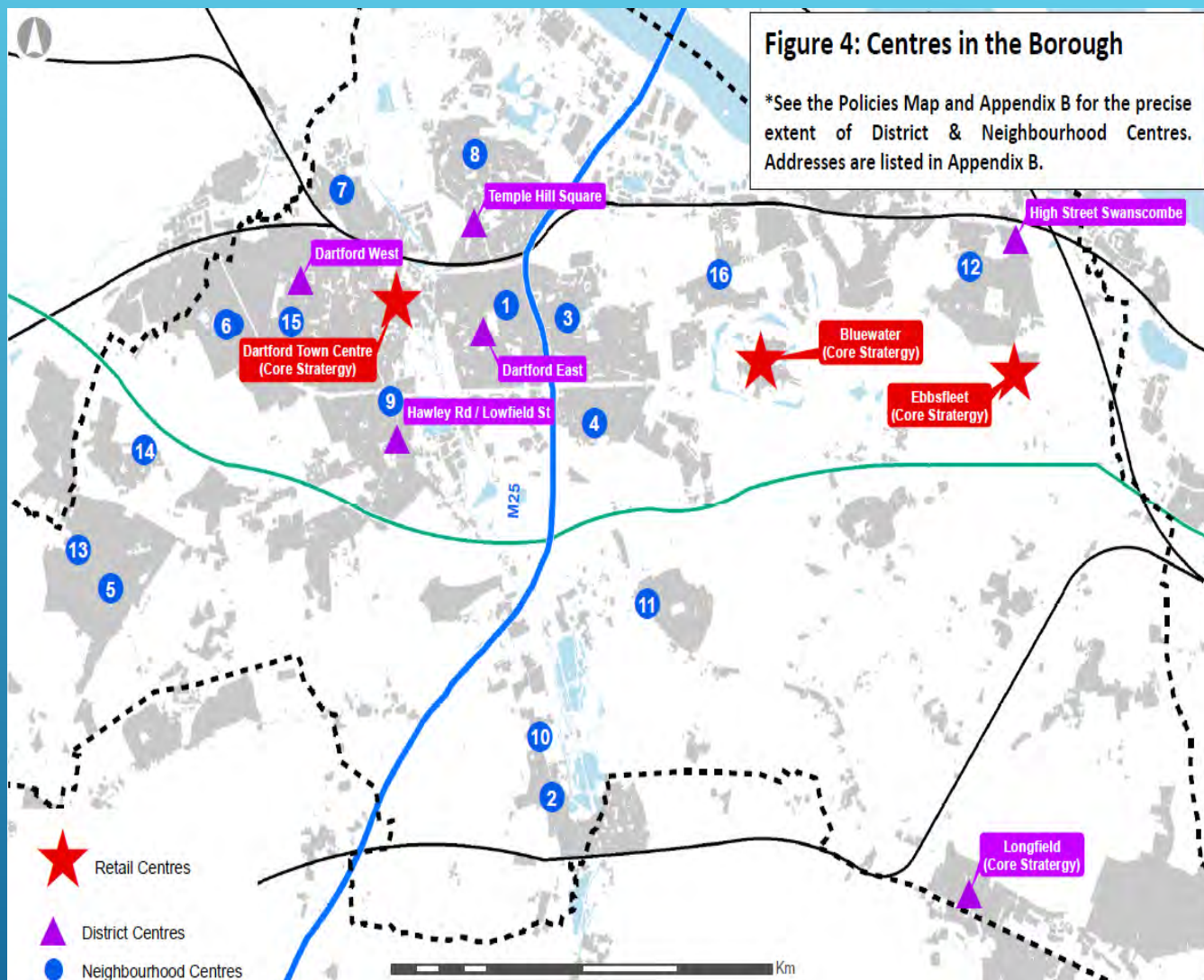
Core Strategy 2011:

- Dartford Town Centre, Bluewater, Longfield, Ebbsfleet centres
- Criteria eg Bluewater
- Town Centre allocations

‘Framework’ Town Centre SPD 2018:

- Themes
- Area and design guidance
- Movement and accessibility

DARTFORD
BOROUGH COUNCIL



DEVELOPMENT POLICIES PLAN 2017

DM policies for Town Centre (pro major development, frontage etc).

Added to Longfield District Centre with 4 more in Dartford and Swanscombe

And 16 small neighbourhood centres.

PREFERRED OPTIONS

Review implications of change and role of key centres – current and planned.

Town Centre Sites delivery; and increasing focus on change and improvement, continuing town centre action.

- -Plan for a wider range of activities, diversifying uses for a choice of leisure, culture and community attractions.
- -Significant new housing will bring life and activity into the town, and increase local expenditure: supporting shops and facilities in Dartford.
- Transform Dartford's environment with new spaces and development.



CONTINUE & BUILD ON RECENT PROGRESS



DARTFORD
BOROUGH COUNCIL

PREFERRED OPTIONS –TOWN CENTRE

Explore opportunities for further redevelopment-

- Ensure a framework for the town centre to continue adapt in future: more changes ahead in the retailing market.
- Renewal of the Priory and/ or Orchards Shopping Centres: providing a higher quality environment and good access within the town centre.
- Target buildings that fail to contribute positively to the town centre:
 - Sensitive development reflecting historic character, particularly in the Conservation Area
 - Consider opportunities from potential rail station relocation, and possible new railway services

DARTFORD Local Plan & Retail Study

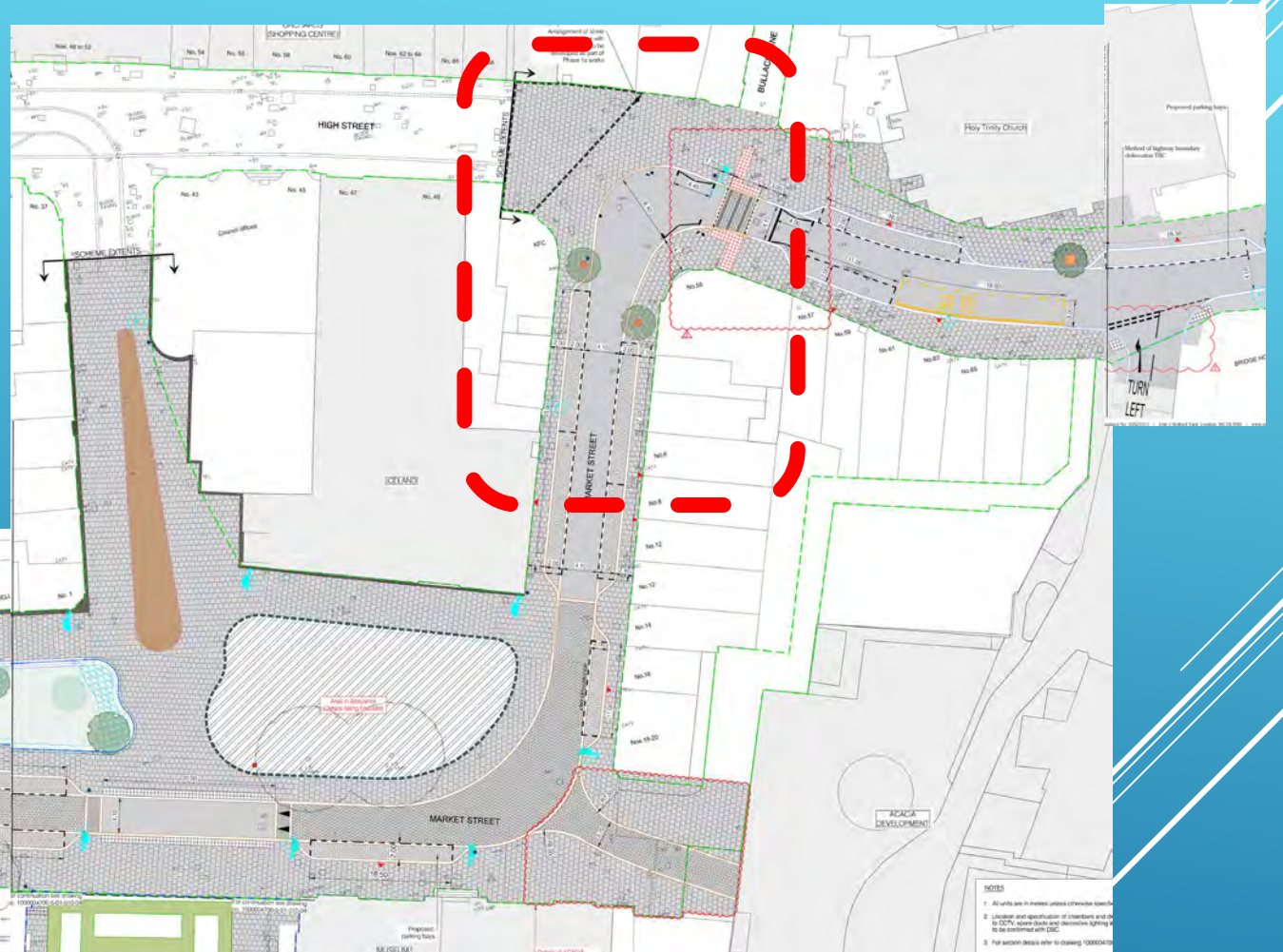
*The Dartford Town
Centre project*



- 
- 1** Phase 1 works
 - 1A** Phase 1A works
 - 2** Phase 2 works
 - 3** Phase 3 works
 - 4** Phase 4 works

PHASE 1: MARKET STREET/ BREWERY SQUARE

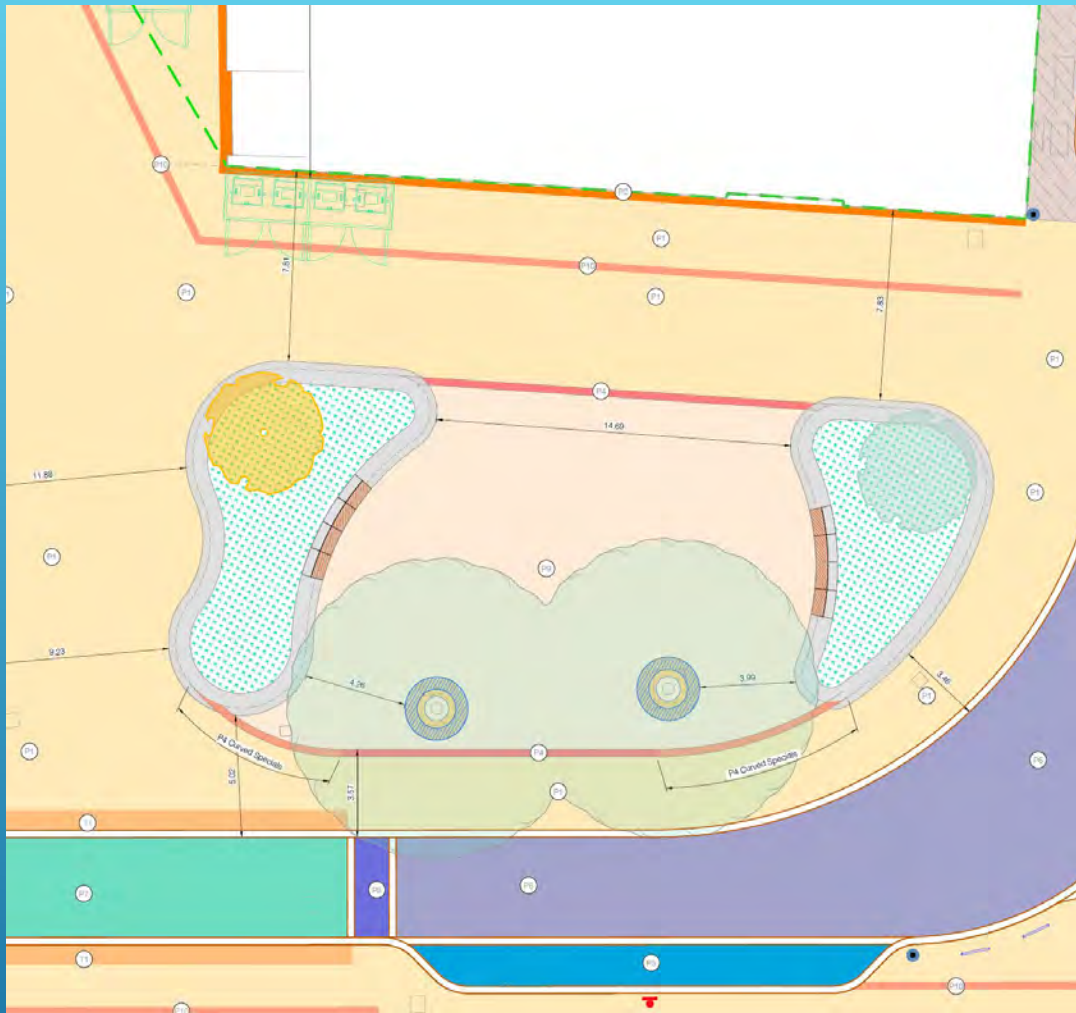






23-1-20

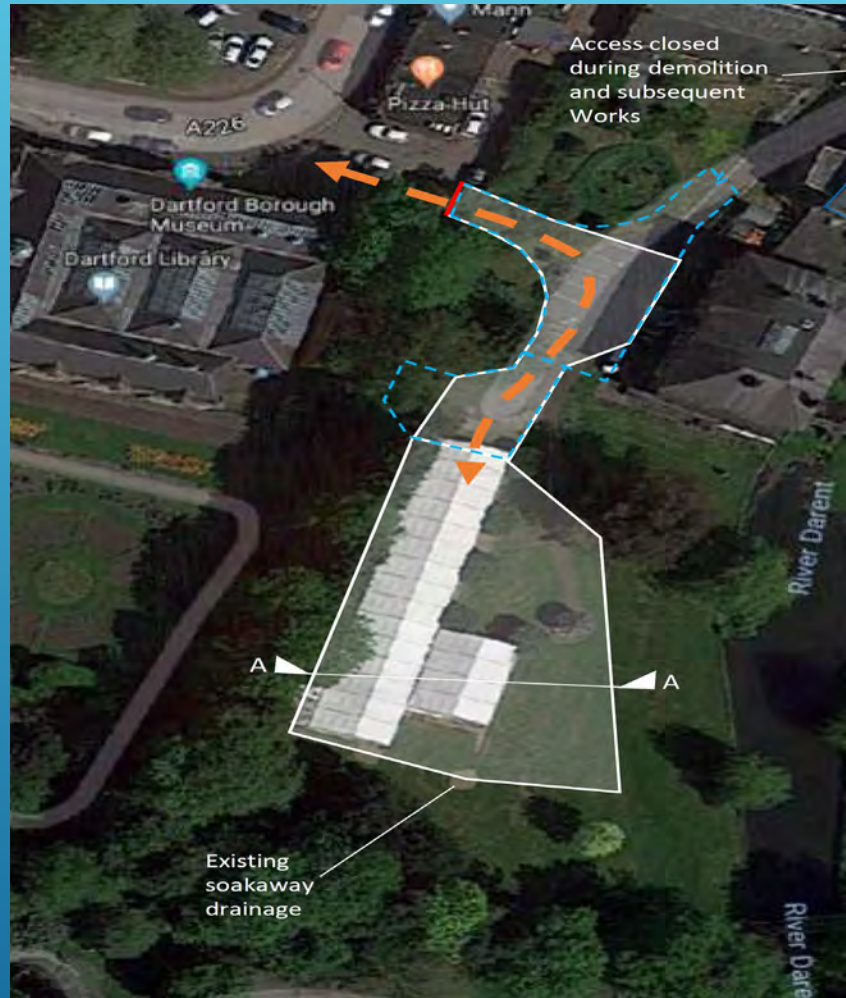




Garden Area 4 (rear of Iceland)







Additional/replacement Shopper and Visitor parking

PHASE 1a: HIGH STREET







One Bell Corner

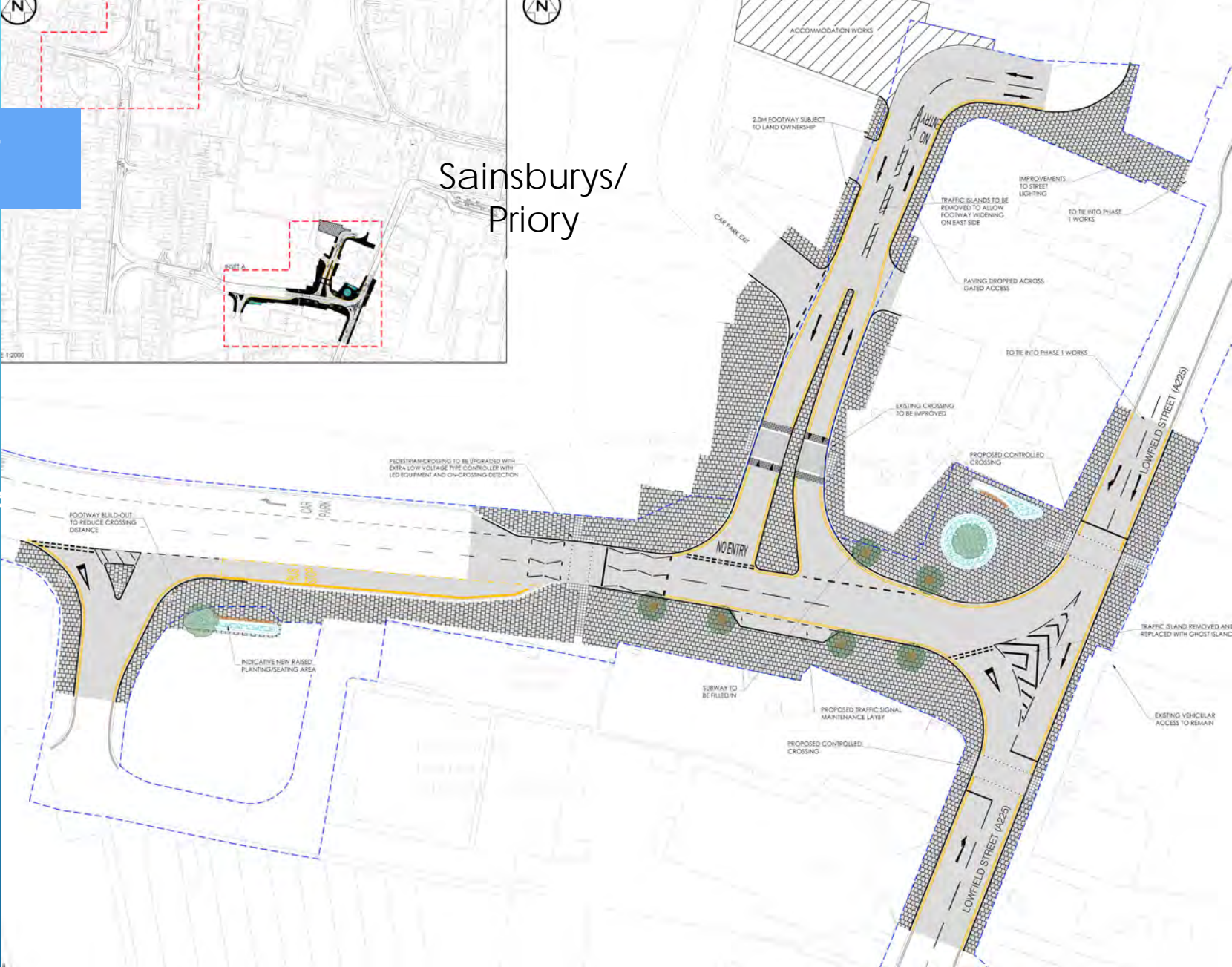


One Bell Corner

PHASE 2: GATEWAYS-
JUNCTION
IMPROVEMENTS

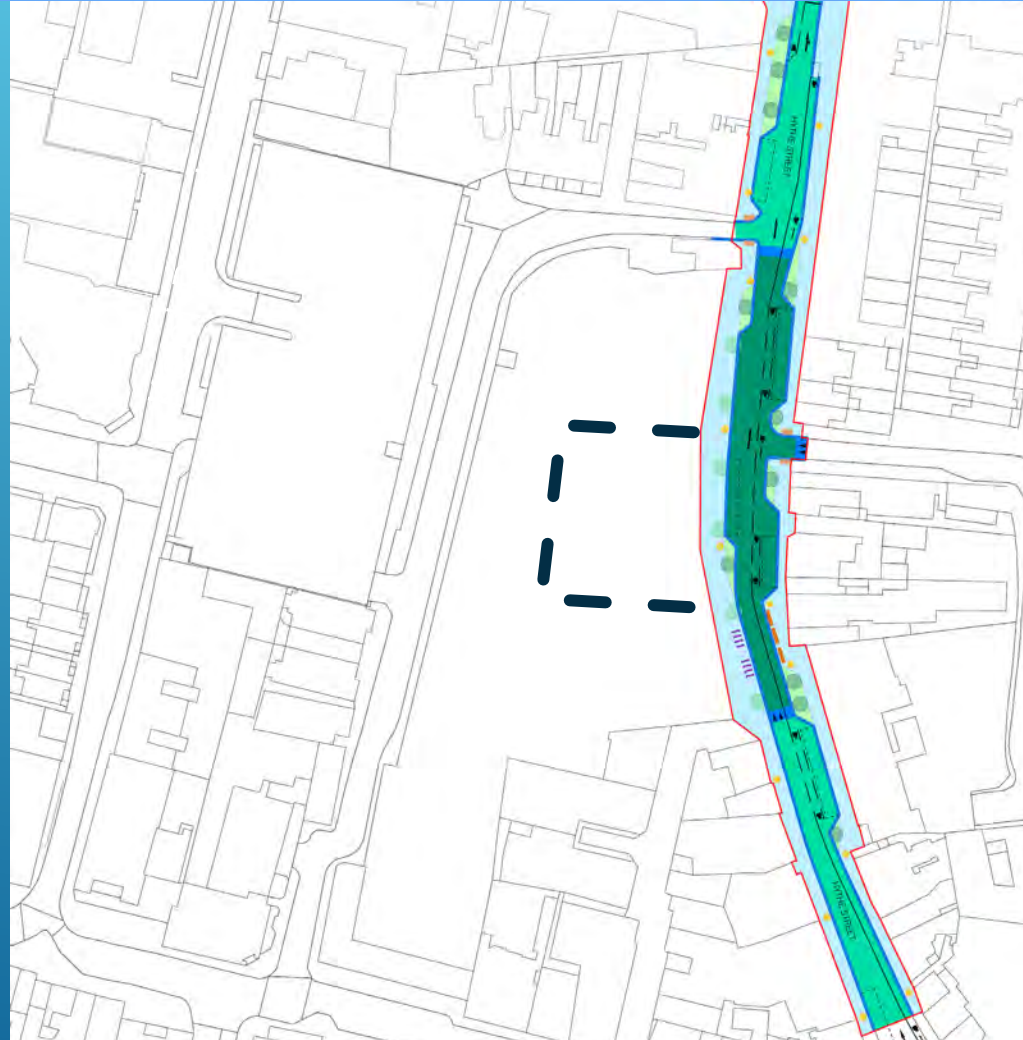
Instone
Road

Sainsburys/
Priory



Lowfield
Street

PHASE 3: HYTHER STREET



Interface with strategic site (former Coop)

PHASE 4: HOME GARDENS JUNCTIONS IMPROVEMENTS





© 2019 Blom
United Kingdom, England,
Kent, Dartford

Labels

Apple Court Home Gardens



LOCAL PLAN RETAIL STUDY ACTIONS



DARTFORD
BOROUGH COUNCIL

Study research includes:

- Phone survey of Borough residents and shopping habits
- Survey on-street of people in the Town Centre
 - How/ why people visit (access), places/shops visited, frequency/ evenings, improvements
- Commercial property facts on performance and investment
- Property experts Lambert Smith Hampton (Steven Norris)

Study outcomes expected:

- Development demand for Retail/Leisure inc. food/ beverage:
 - Qualitative: planning type and take up of new/ replacement provision?
 - Quantitative: how much space required accounting for population growth?
- Policy to help guide investment and planning applications:
 - Nature of large sites in the town centre
 - Managing other centres to best protect/ promote Dartford Town Centre

DARTFORD BOROUGH & EBBSFLEET DEVELOPMENT CORPORATION: *2020 Retail and Leisure Study*

DUTY TO COOPERATE – PRESENTATION

6th February 2020

By:

Dr Steven Norris BA MPhil PhD MRTPI

Director & National Head of Planning, Development & Regeneration

- **analyse the factors that will impact on the Borough's town centres over the plan period to 2036** and the key local planning policy and development opportunities that can help support sustainable retail and leisure provision;
- **assess the demand for retail and leisure space in the Borough**, taking appropriate account of the wider regional draw of Bluewater, and provide an overview of the need for the main town centre uses in accordance with the NPPF;
- **audit the viability and vitality, market share, and effectiveness of planning policy and strategy**, for Dartford town centre, Bluewater, and the six District Centres, to inform future strategy;
- **evaluate the capability of the Borough's evolving network of centres to function effectively and to meet future local needs**;

SCOPE OF WORK

- assess and test the relationship between a range of local development growth scenarios and future retail and leisure provision;
- formulate a positive development approach for Dartford Town Centre as a part of wider town centre strategy; and
- consider an appropriate and sustainable role for Bluewater in the future which would not result in significant impact on strategies for the regeneration of neighbouring town centres, bearing in mind its location in an area for growth and regeneration and its regional draw as a purpose built regional centre.

SO WHAT ARE THE KEY CHALLENGES FACING THE UK's TOWN CENTRES & HIGH STREETS?

1995-2010: "Golden Age" for Retail-Led Regeneration

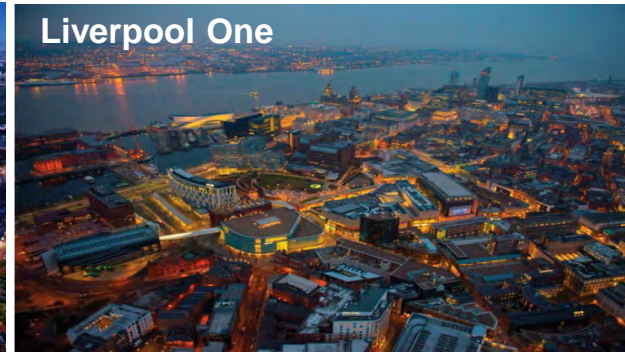
Birmingham – Bull Ring



Westfield London



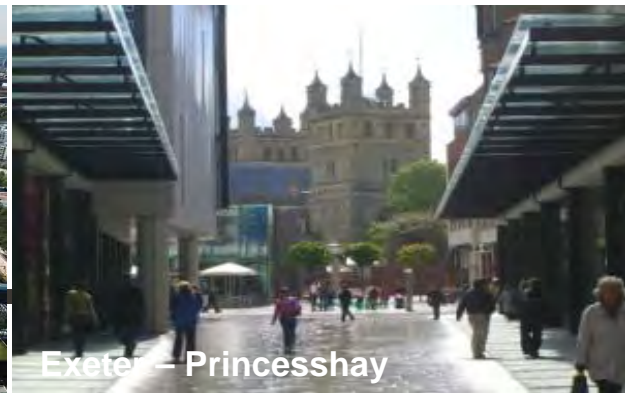
Liverpool One



Westfield - Stratford

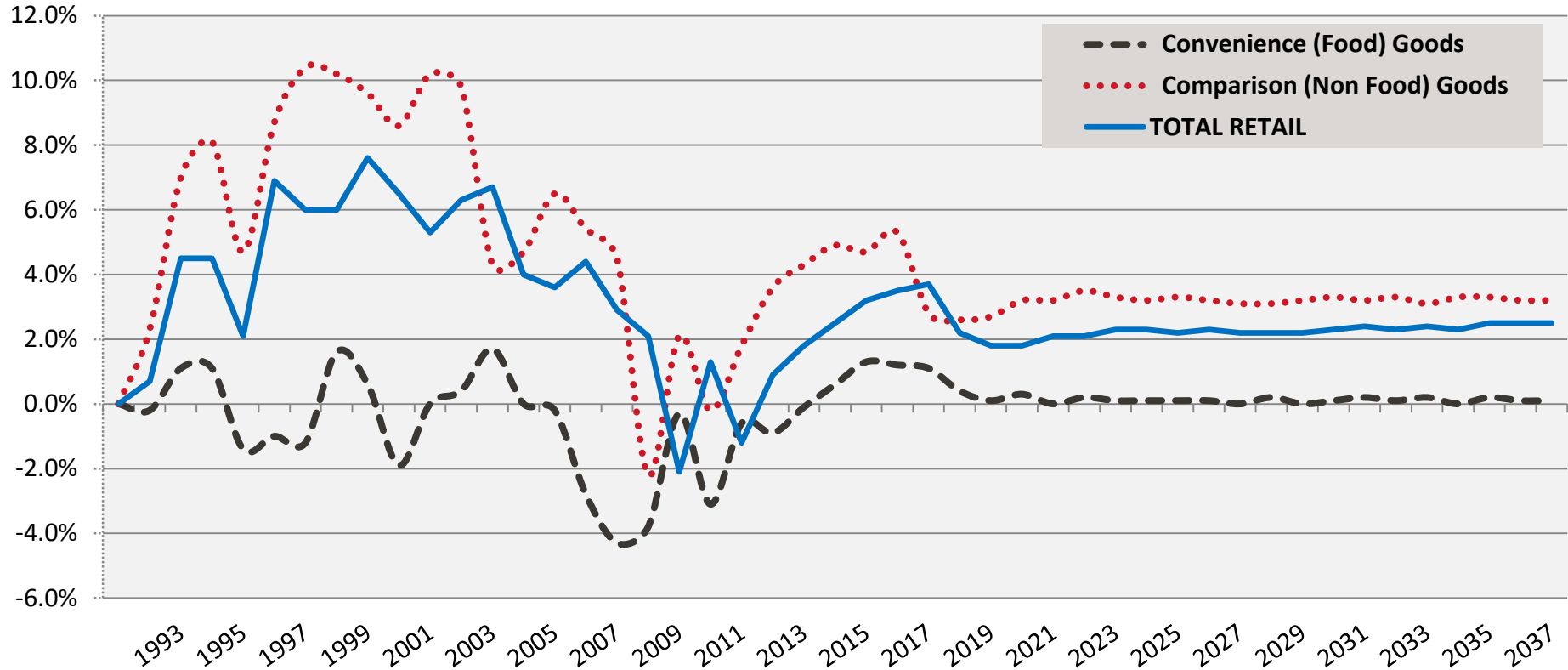


Exeter – Princesshay

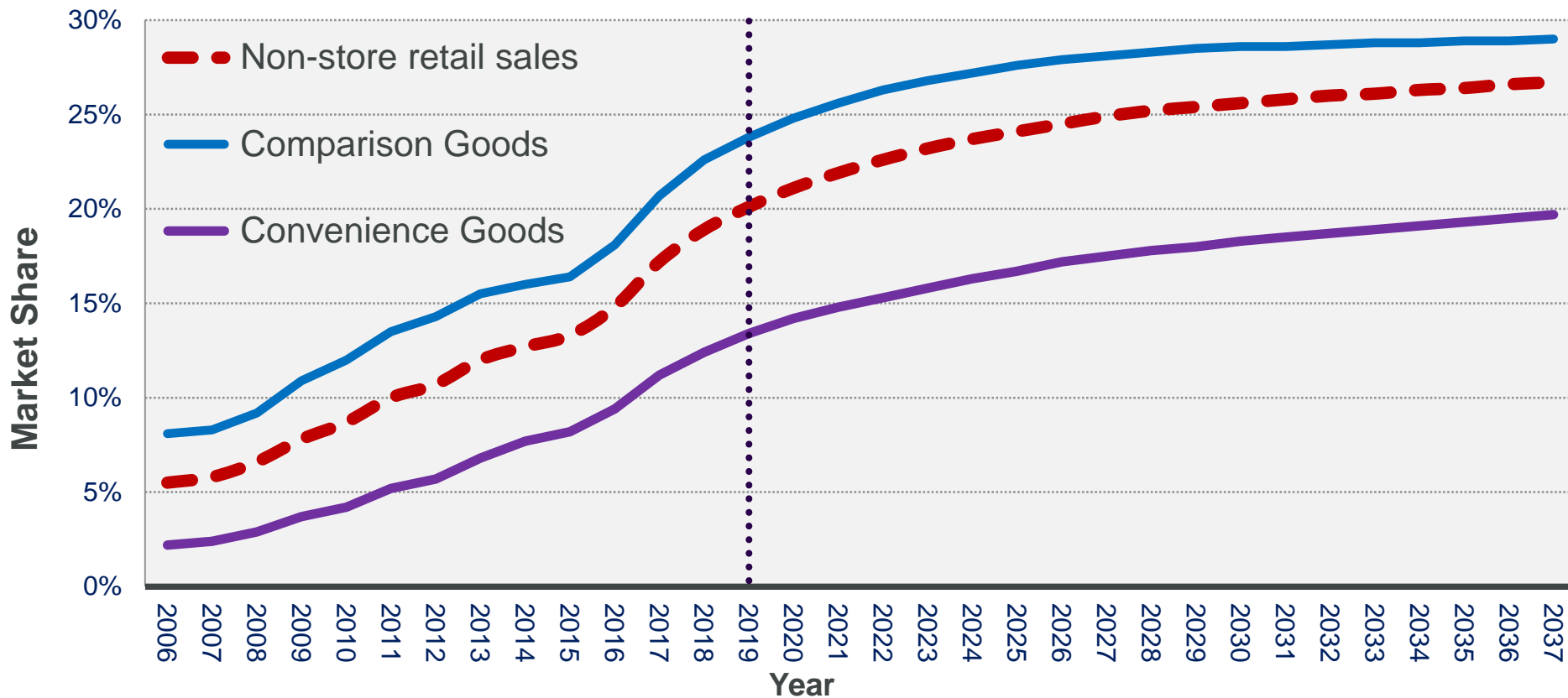


Retail Expenditure Growth is Flatlining

Spend per Head Growth (% per annum): Actual & Forecast

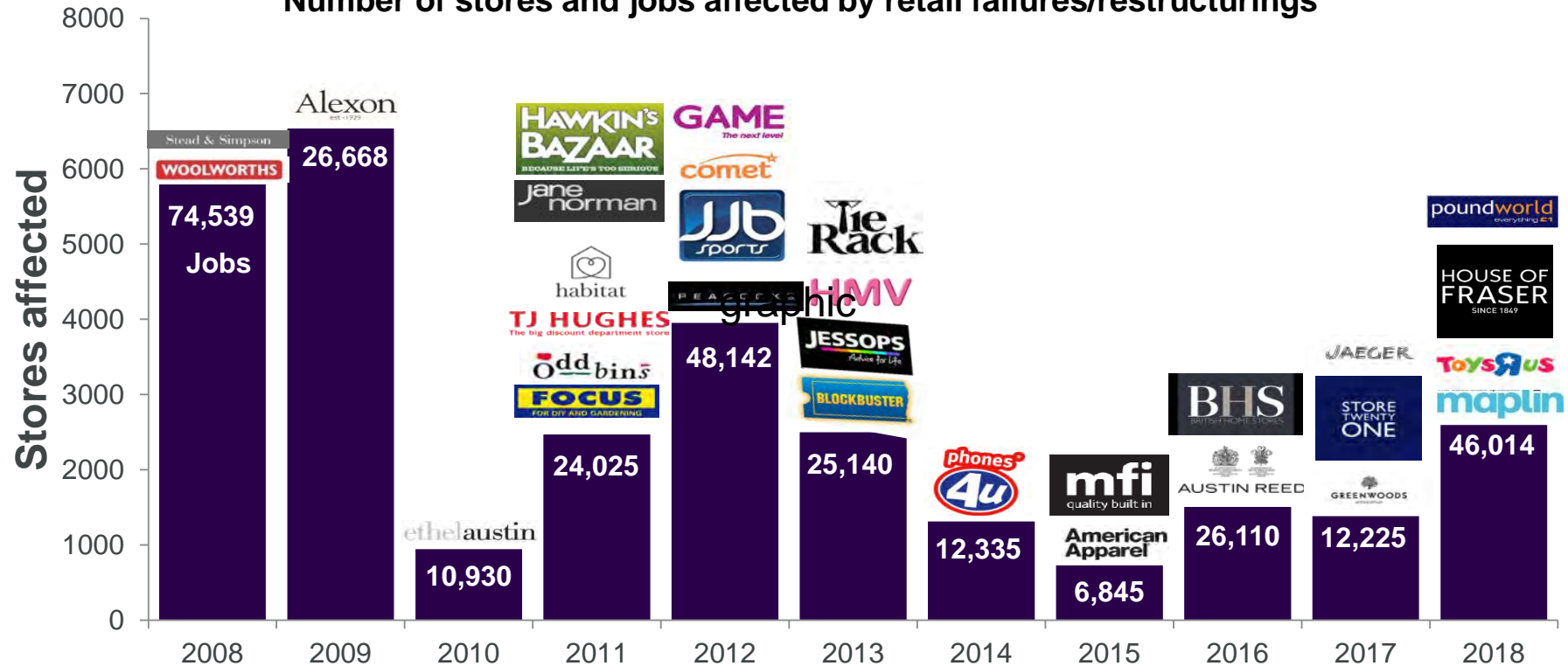


The Rise of Online Shopping

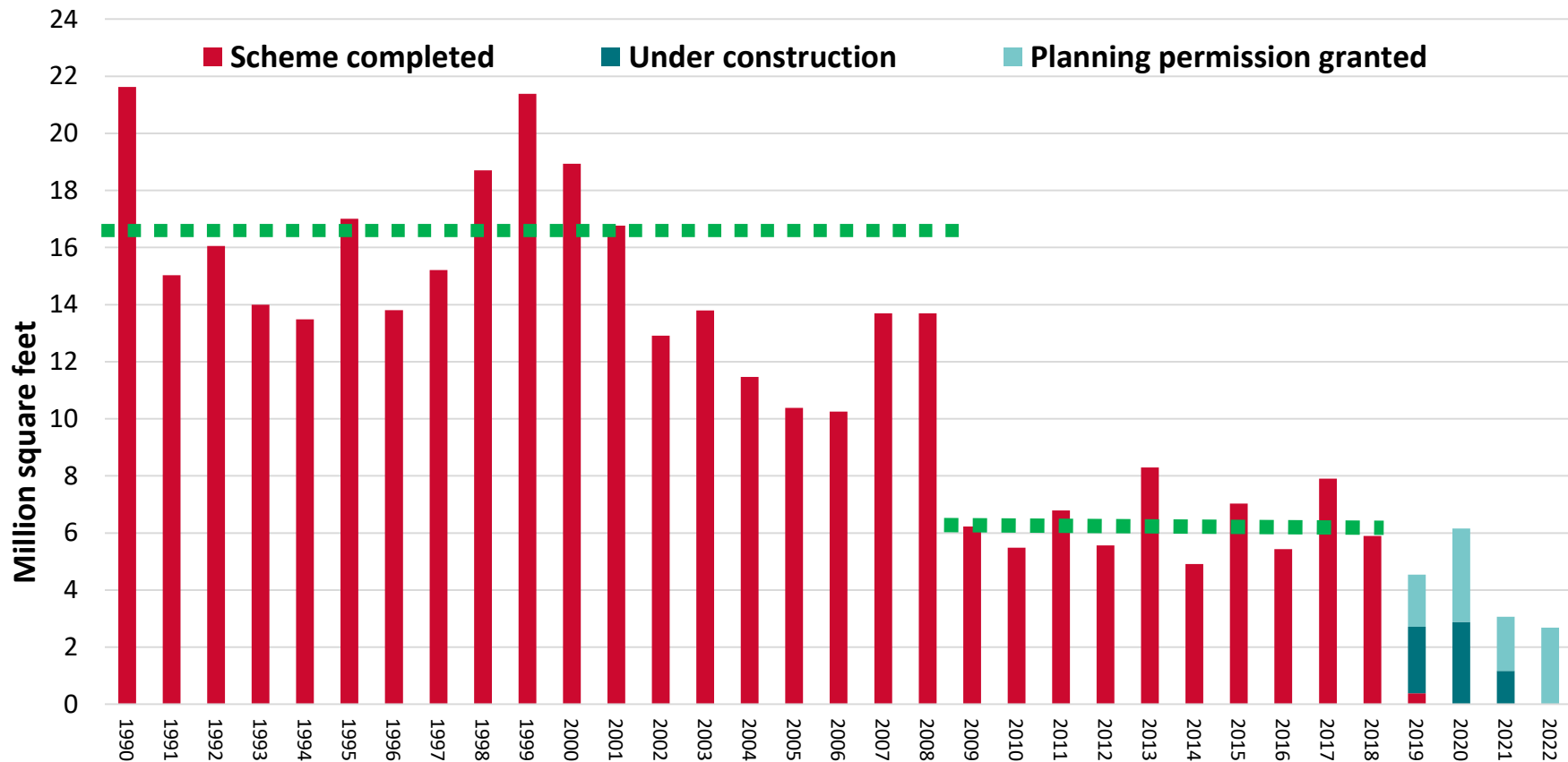


A Decade of Retail Casualties

Number of stores and jobs affected by retail failures/restructurings



The 'Rise' & 'Fall' of Retail-led Development



FIXING OUR “BROKEN” TOWN CENTRES:

LSH / REVO JOINT RESEARCH – SCOPE & AIMS

Lambert
Smith
Hampton

Revo
Retail. Property. Community.

STAGE 1 – ONLINE SURVEY:

- Follow up to online survey conducted in Jan/Feb 2018.
- Survey issued by LSH and Revo in July /Aug to members, client and contacts.
- Survey also distributed to ATCM, BPF, CIPFA, LGA, SOLACE
- Responses from over 200 experts and advisers across the public and private sectors.

AIM:

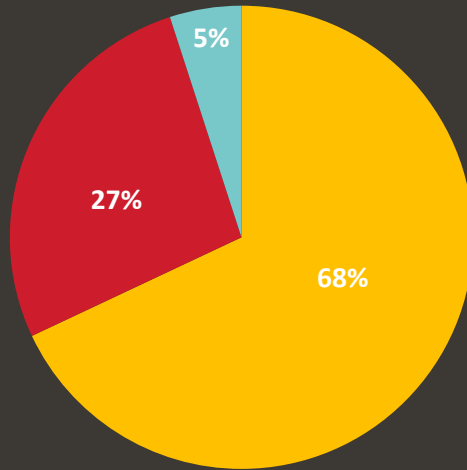
to identify the key issues & challenges facing town centres and the high street, and highlight initial views as to the initiatives/ actions / funding that can help with their regeneration, repurposing and revitalisation.

PARTNERS:



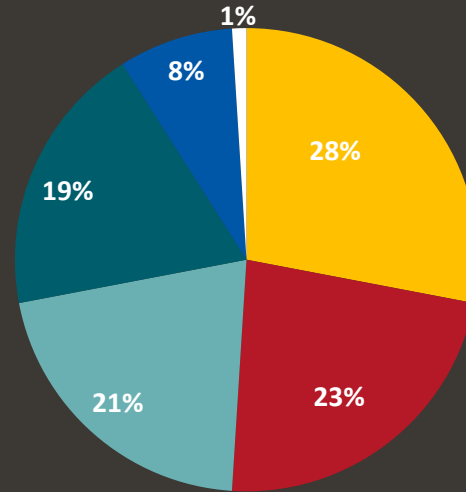
RESPONDENT PROFILE

Public / Private Sector



- Private Sector
- Local Authorities
- Other Public Sector

Primary Interest in Town Centres



- Regeneration
- Investor (Private Sector)
- Occupier (Retail/Leisure)
- Developer
- Town Centre Management / BID
- Other

Area of interest	
England	66%
Scotland	24%
Wales	24%
Northern Ireland	18%
London	11%
Overseas	7%

KEY ISSUES & CHALLENGES FACING TOWN CENTRES & HIGH STREETS IDENTIFIED BY RESPONDENTS

Top 5 - Commercial & policy challenges

Growth of Online Shopping	70%
---------------------------	-----

High Business Rates	69%
---------------------	-----

High Occupancy Costs	49%
----------------------	-----

Political / Economic Uncertainty	38%
----------------------------------	-----

High Vacancy Rates	36%
--------------------	-----

Top 5 - Consumer challenges

Increased Consumer Spending Online	70%
------------------------------------	-----

Reduced Consumer Spending in Centres	69%
--------------------------------------	-----

Increased Consumer Spending in Out of Centre Shops/Leisure Uses	49%
---	-----

Cost of Parking / Not enough Parking	38%
--------------------------------------	-----

Poor quality/unattractive environments, public realm, green space	36%
---	-----

COMMON REFORMS / ACTIONS IDENTIFIED BY THE SURVEY RESPONDENTS

Key Issues Identified:

1. CRITICAL MIX
2. OCCUPANCY COSTS
3. POLICY REFORM
4. FUNDING & INVESTMENT
5. FRAGMENTED OWNERSHIP
6. STRATEGIC VISIONS & PLANS

Key themes emerging:

DIVERSIFY OR DIE

NEED TO CREATE A LEVEL PLAYING FIELD

STRENGTHEN TOWN CENTRES FIRST POLICY

}

} **LOCAL AUTHORITIES TAKING BACK CONTROL**

}

PUTTING TOWN CENTRES “FIRST”

- Reform to **Business Rates** dominated the responses
- Strengthen ‘**Town Centre First**’ policy - notwithstanding updates to NPPF/PPG (before the survey was carried out).
- Some respondents went further and called for an “**embargo**” on all out of centre development – harks back to one of the Portas Report recommendations.
- Other interesting responses included “**tackling fragmented ownership**”, “**increasing residential in town centres**” and the “**introduction of property-owner BIDS**” as in the US.

Reform Business Rate Policy	54%
Strengthen ‘town centre first’ policy	28%
Place an embargo on new out-of-centre	25%
Increase provision of residential	22%
Tackle fragmented ownership	20%
Property Sector led Town Centre Partnerships / BIDs	22%
Introduce town centre ‘free enterprise zones’	13%
Introduce property owner BIDS	9%

DIVERSIFY OR DIE!

- Retail (Food and Non-Food) and leisure uses are still critical
- Help to generate regular trips, footfall and spend.
- BUT we have gone 'Beyond Retail'.
- Need to think more creatively about what ingredients make a successful, diverse and vibrant town centre for the 21st Century.
- *Centre for Cities* research "Building Blocks" (2018) identified that more diverse places - where retail has a lower composition of commercial floorspace ("strong" centre 18% / "weak" centre 43%) - are generally recognised as having more successful local economies and greater footfall.
- So what did the survey respondents think?

DIVERSIFY OR DIE



“Unless... urgent action is taken, we fear that further deterioration, loss of visitors and dereliction may lead to some high streets and town centres disappearing altogether.”

HCLG Select Committee Report into High Streets & Town Centres 2030

DARTFORD TOWN CENTRE: HEADLINES

DRAFT HEADLINE FINDINGS

- Positive new public and private sector investment delivered, committed and proposed in and around the Town Centre.
- Dartford's strategic location and station are major attractors for people that are looking to live within easy commutable distance of Central London and other areas.
- Remain significant opportunities to increase town centre living through the provision of a diverse housing stock, to meet the needs of first time buyers, family and private rental sector (PRS).
- Expanding the number of residents within and on the edge of the town will help to boost local expenditure and generate demand and investment in new and improved retail and leisure uses.
- Further to the new residential led schemes, the proposals for the former Co-op/Westgate Car Park opportunity site for a mixed use development, including a cinema anchor, will also provide a significant boost to the town's overall attraction, and will have a positive impact on its daytime and evening economy.

DRAFT HEADLINE FINDINGS

- Notwithstanding the positive investment , the evidence shows that the Town's retail offer is still in decline.
- It has an under-provision of food and convenience outlets compared with national figures.
- Its comparison offer is falling, albeit in line with national trends.
- Outside of Prospect Place there are limited larger format units that appeal to modern national retailers.
- The centre's retail offer is also predominantly value-led and lacks diversity.
- This reflects, in part, the impact of Bluewater on market demand – it is the major focus for larger format high quality fashion and non-food retailing in the Borough
- Also reflects the growth and impact of internet shopping on consumer behaviour and operators' business models.

DRAFT HEADLINE FINDINGS

- Vacancy levels in the town centre of circa 14.3% are above the (Experian Goad) national average figure of 11.9%.
- On the positive side, however, the number of vacant units in the Town Centre has fallen from 80 in 2009 to 34 in 2019.
- Furthermore, a number of the vacant units identified form part of redevelopment opportunities (e.g. Lowfield Street), which means the town's actual vacancy level will be lower than recorded.
- However, the challenge in the current retail market - characterised by limited demand from retailers for new physical space and the failure of a number of multiple and independent retailers - will be to find occupants for the circa 20 vacant units in primary frontage areas and the 14 in secondary frontages.
- In planning policy terms this may require a transition to more flexible frontage policies that are better able to respond to the dynamic market.

DRAFT HEADLINE FINDINGS

- The Town Centre also has several pubs, restaurants and cafés, although these are mainly independents.
- There is also a theatre, bingo hall and nightclubs, which make a significant contribution to the evening economy.
- But there is still potential to improve the choice and quality of places to eat and drink across the Town Centre, and strengthen the town's evening and night-time economy.
- Current and proposed new developments (former Co-op/Westgate Car Park site) will help generate market interest and demand alongside the town's growing residential population.

BLUEWATER: HEADLINES

- ## Bluewater - Layout



HEADLINES

- Outline application (ref: 16/01207/OUT) for extension and alterations to the West Village area - permitted in June 2017.
- Allowed for up to 30,000 sqm Gross External Area (GEA) of new Class A1-A5 floorspace (condition 30).
- To help mitigate any potential significant adverse impacts the permission was conditioned to provide for: a maximum of 28,500 sqm for Class A1 comparison goods retail (condition 32); and a maximum of 2,500 sqm for Class A3-A5 uses (condition 33).
- Class A1 convenience goods retail is restricted to 1% of the net additional floorspace permitted (condition 31);
- Some 4,267 sqm gross of Class A1 retail floorspace has been built.
- LSH forecast the residual comparison goods floorspace could achieve a total turnover of £176.5m in 2025 and the smaller convenience goods floorspace could achieve a total turnover of £2m.

Bluewater – West Village Masterplan



EBBSFLEET: HEADLINES

Swanscombe Peninsula

Northfleet Riverside

Eastern Quarry

Ebbsfleet Central

Area	Site references
Strategic Area 1: Coastal Hill, Western Cove, Abchurch and Ebbsfleet Green	
Western Quarry	20,22,23,24,25,26
Western Cove	28
Abchurch	41,42,43
Coastal Hill Central	24
Coastal Hill East	25
Coastal Hill South	30
Stratford Green	22,23
Strategic Area 2: Stratford Central	
Stratford Central North	28,29,30
Stratford Central South	31,32
Springshead Quarter	34,35
Northfleet Blue	36,37
Strategic Area 3: Swanscombe Peninsula	
Coysfield Lane	38
Clayton Farm	39
Clayton Farm	27
Swanscombe Peninsula	24,25,26
Strategic Area 4: Northfleet Riverside	
Northfleet Embankment West	19,20,21,22,23
Northfleet Embankment East	23

- © Lambert Smith Hampton

Station Quarter North
Local Centre integrated with town centre and community hub

The Hive, Northfleet
Identified as an expanded local centre in the Greenwich Core Strategy

Northfleet Embankment East
Identified as a new local centre in the UK Core Strategy

The centres network
Focused around the key transport interchange, Ebbsfleet Central will act as a 'catalytic activity hub' with a focus on business, employment, education, retail, community and cultural uses.

The centres network
The proposed local centres network is strategically located in proximity to new neighbourhoods, and around transport stops to facilitate the creation of walkable neighbourhoods.

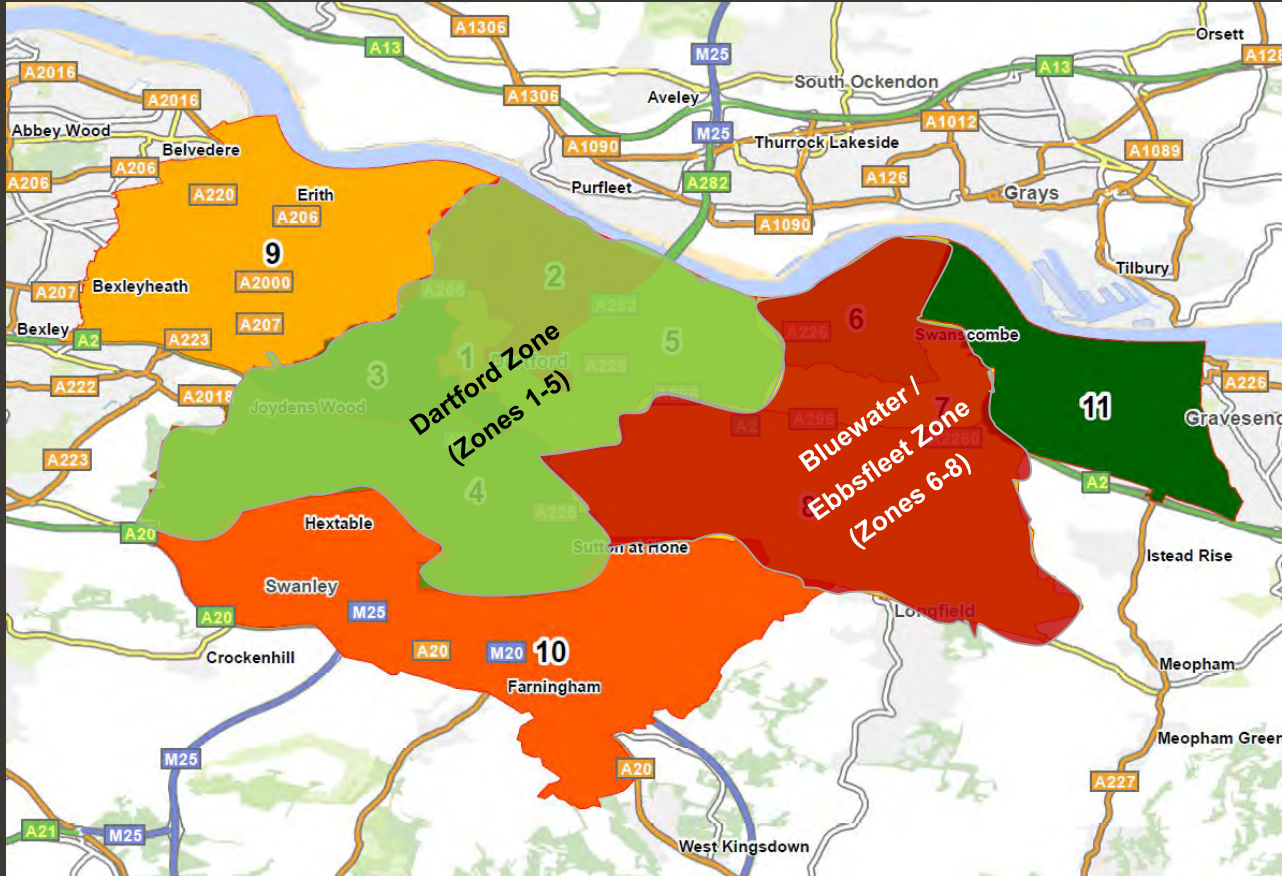
Key

- Town centre
- Regional retail centre
- Ebbsfleet Central commercial centre
- New Local Centre
- Existing Local Centres / (Overland, Dover Gateway)
- Existing neighbourhood centres (half hour area)
- 400m, 800m walk bands (new centre)
- 400m, 800m walk bands (existing centres)

- Ebbsfleet Central around the International Station is the major designated centre.
- Consent for 3,384 new dwellings; 455,000 sqm of offices (B1); 147,000 sqm of commercial retail and leisure space (A1-A5, C1/ D2); and 21,500 sqm of social/community infrastructure (ref: DA/96/00047 and GR/96/0035).
- Supported by up to ten new local centres located within Eastern Quarry, including the largest of these - ● Alkerden (up to 25,000 sqm A1-A5)
- Ebbsfleet Green ● – delivering Co-op, pub/restaurant, hotel...

HOUSEHOLD SURVEY: HEADLINE RESULTS

HOUSEHOLD SURVEY – STUDY AREA & ZONES

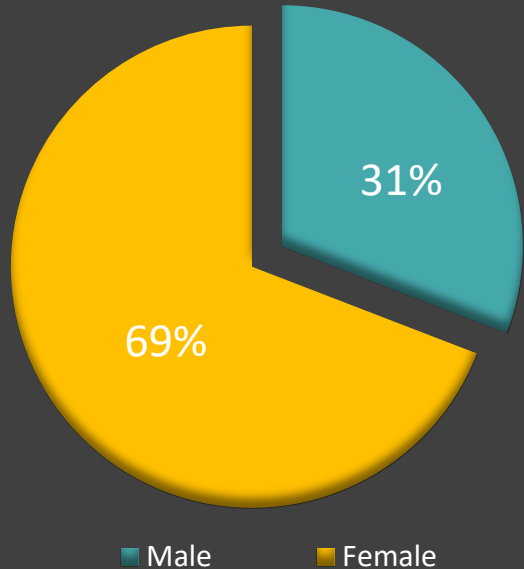


- Zones defined by Ward geography
- Conducted by NEMS market research
- Weightings applied by NEMS to age profile and population by zone.
- 95% confidence interval - can be confident that in 19 out of 20 instances the actual population behaviour will be within the confidence interval range.

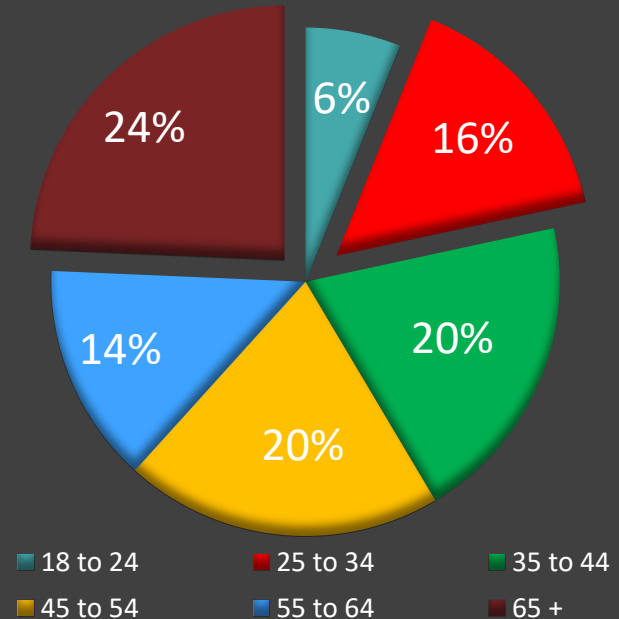
HOUSEHOLD SURVEY: PROFILE OF RESPONDENTS

- 1,019 interviews
- October/November 2019

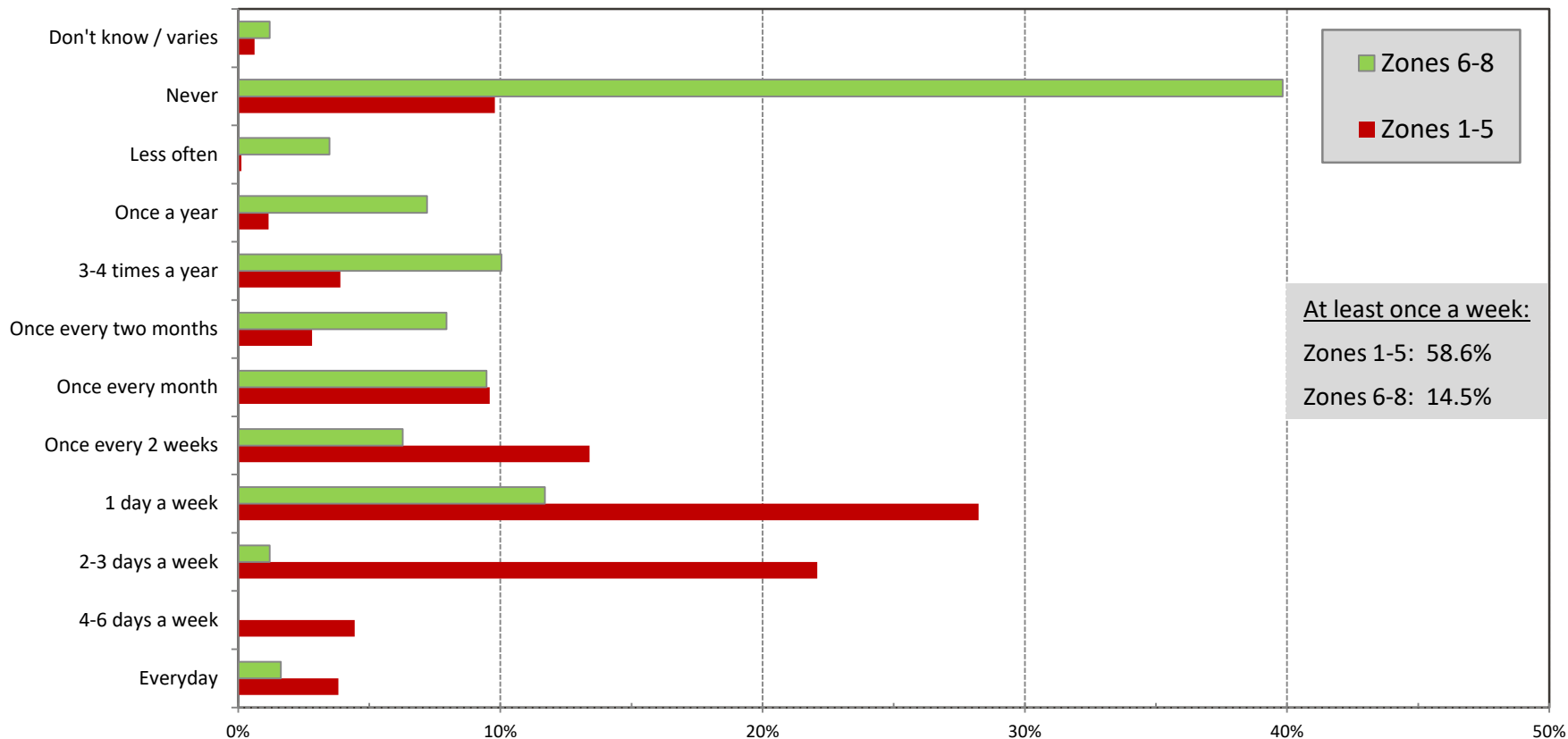
GENDER



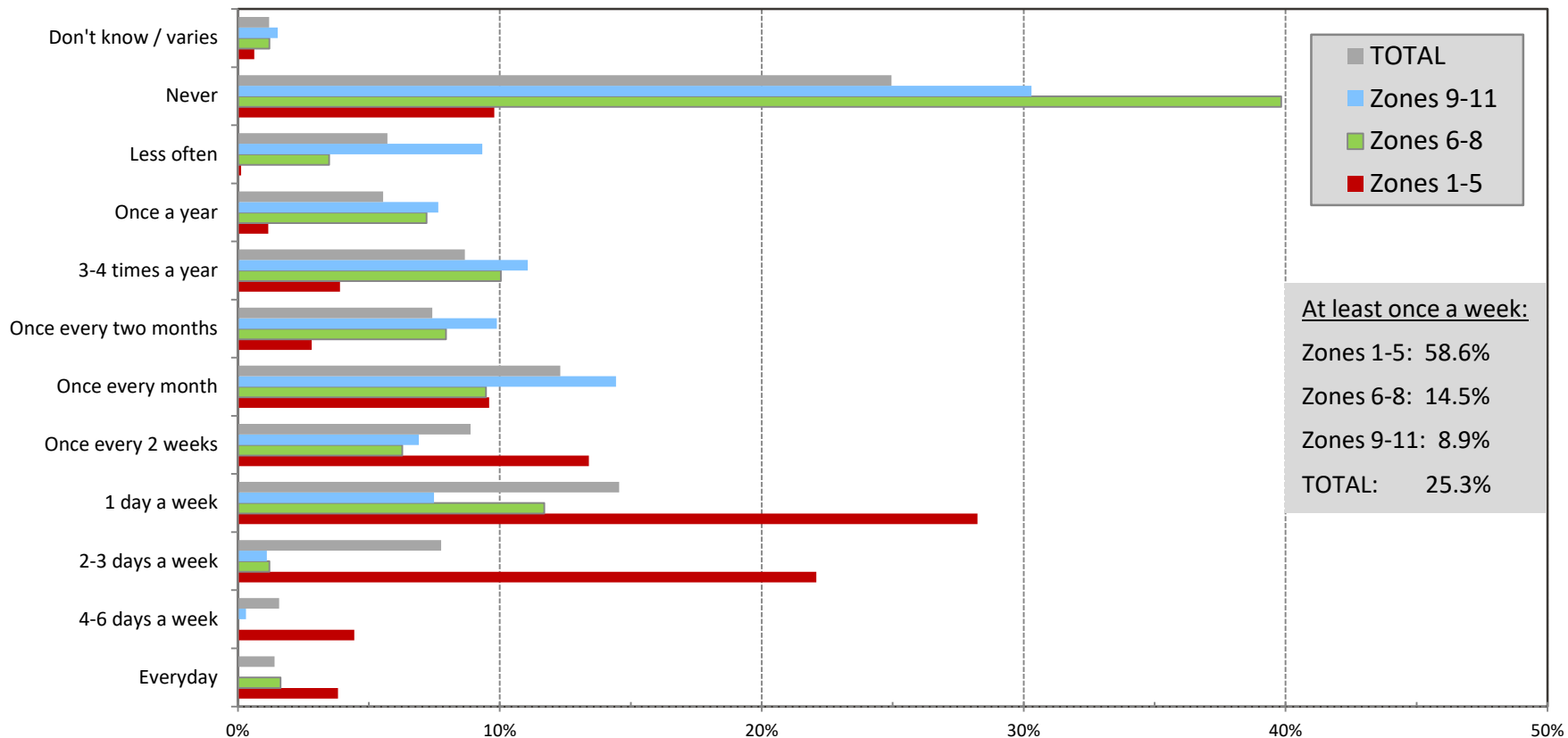
AGE PROFILE



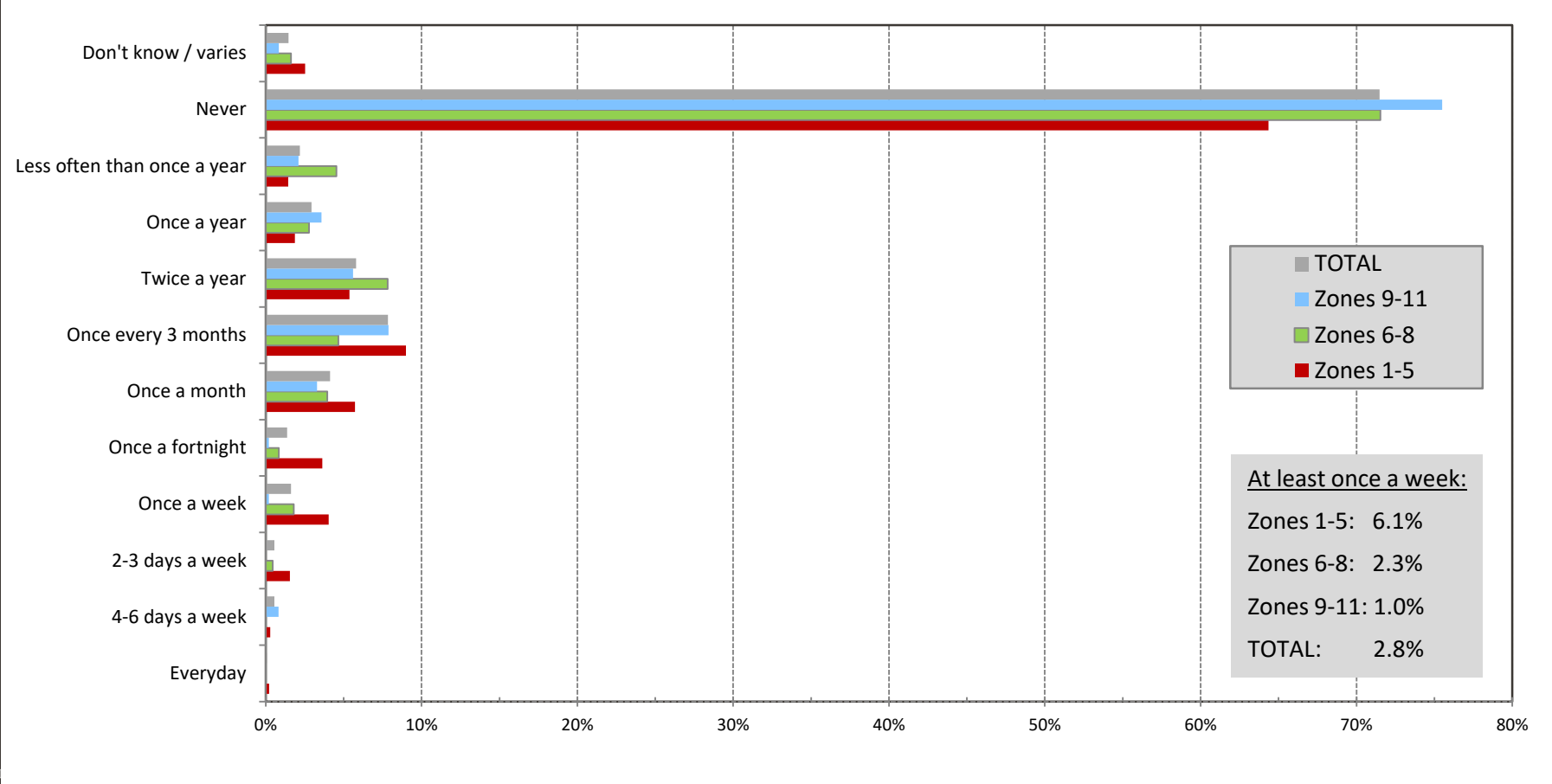
HOW OFTEN VISIT DARTFORD DURING DAY FOR SHOPPING ..?



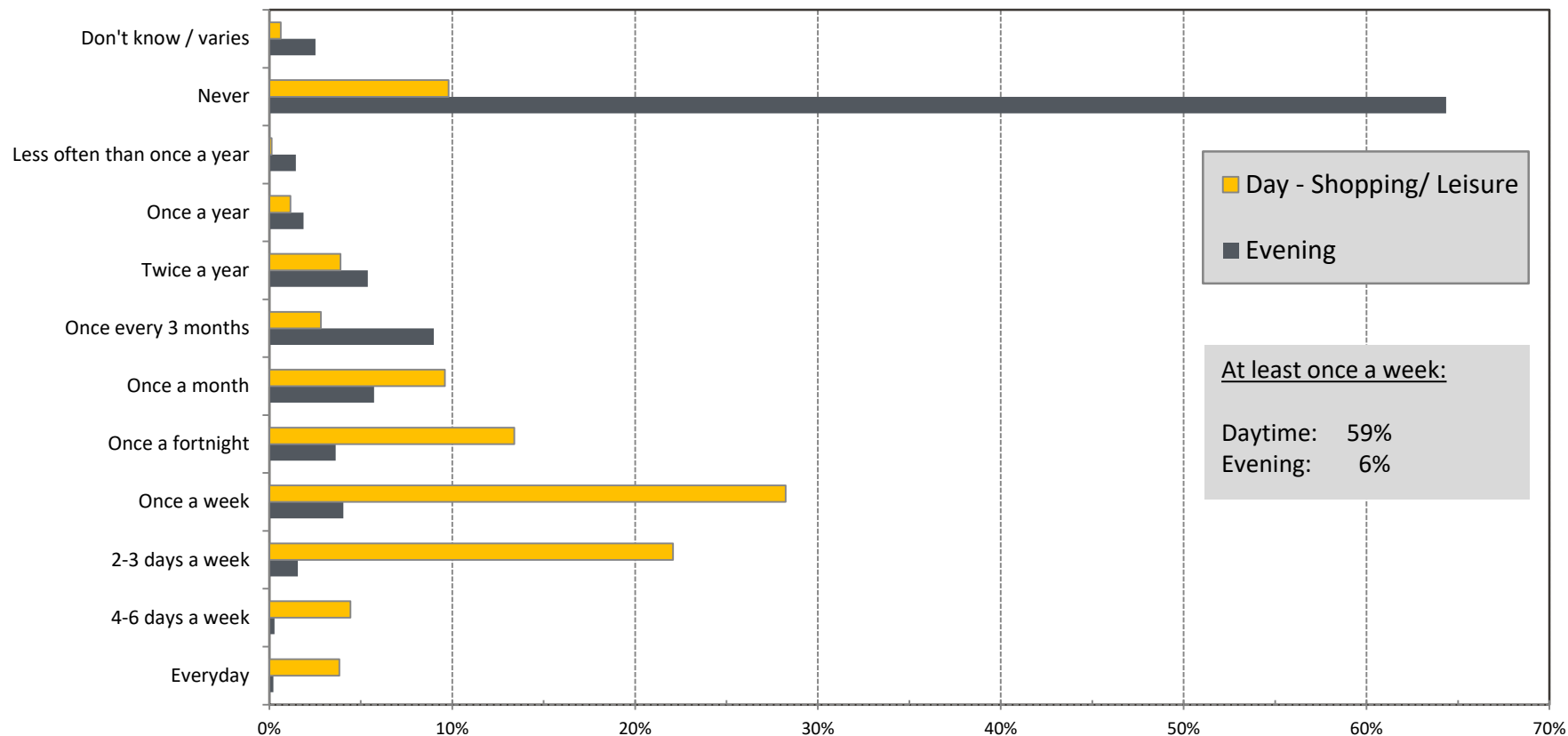
HOW OFTEN VISIT DARTFORD DURING DAY FOR SHOPPING ..?



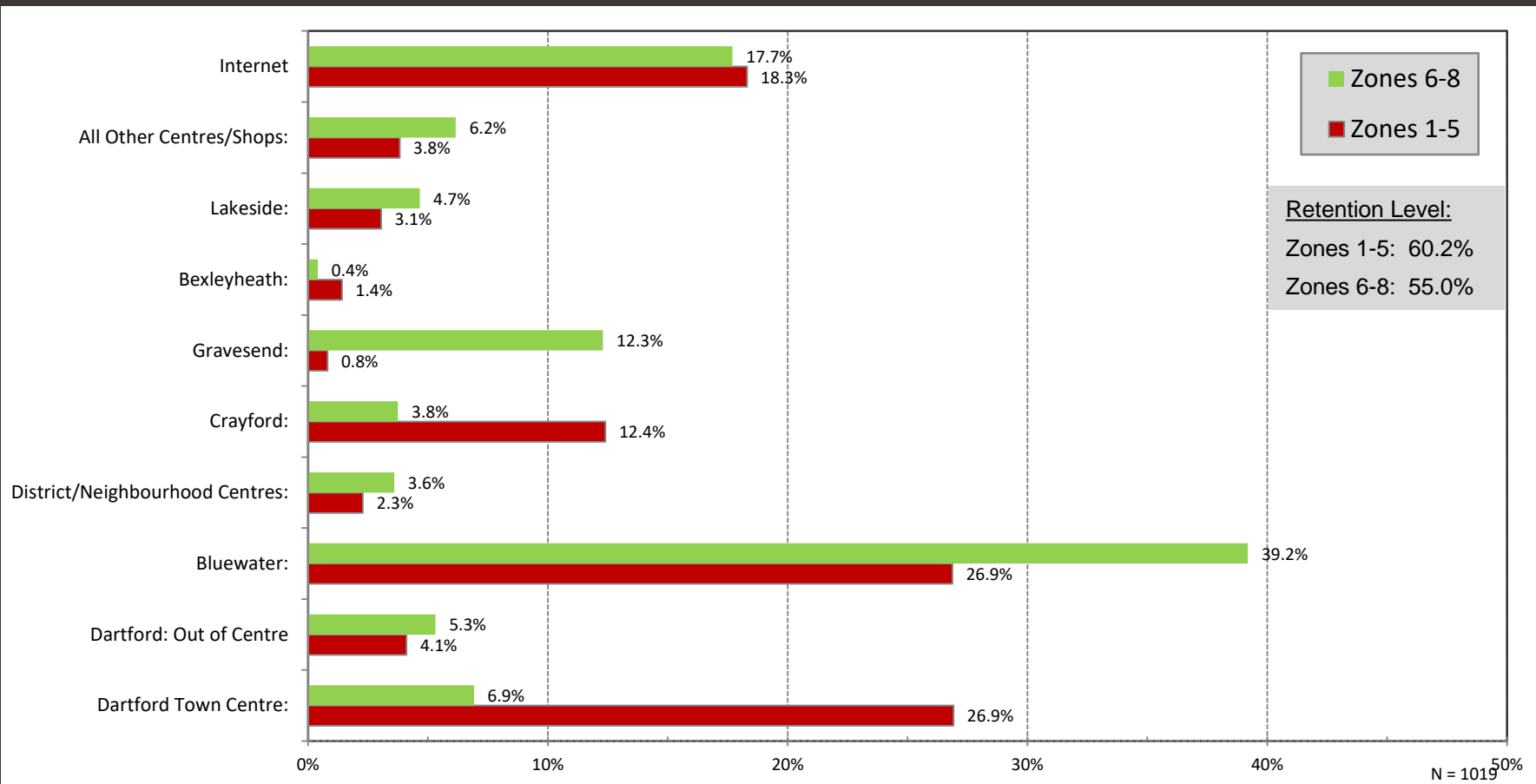
HOW OFTEN DO PEOPLE VISIT DARTFORD IN THE EVENING?



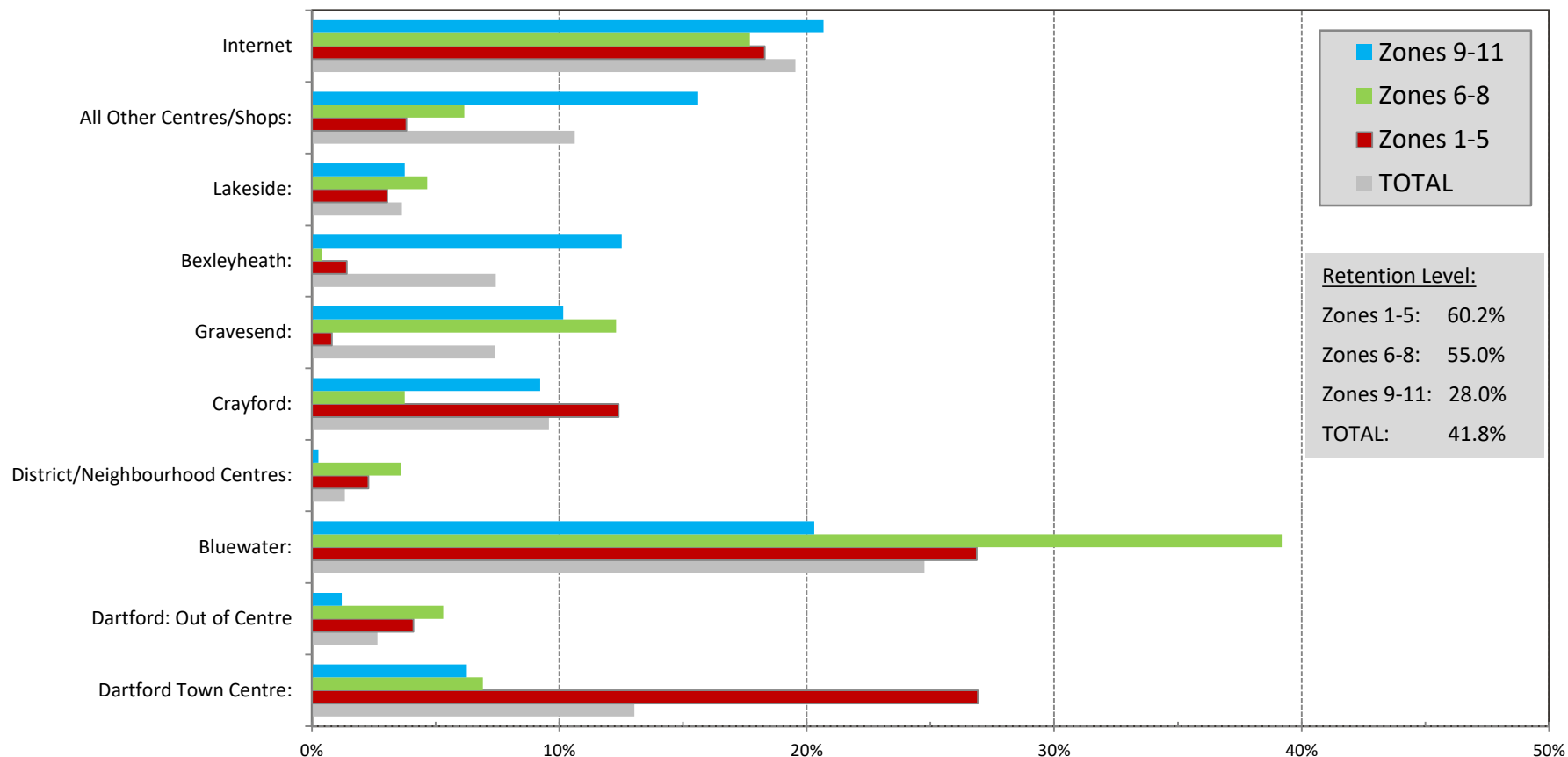
HOW OFTEN VISIT DARTFORD - DAY v. EVENING? (Zones 1-5)



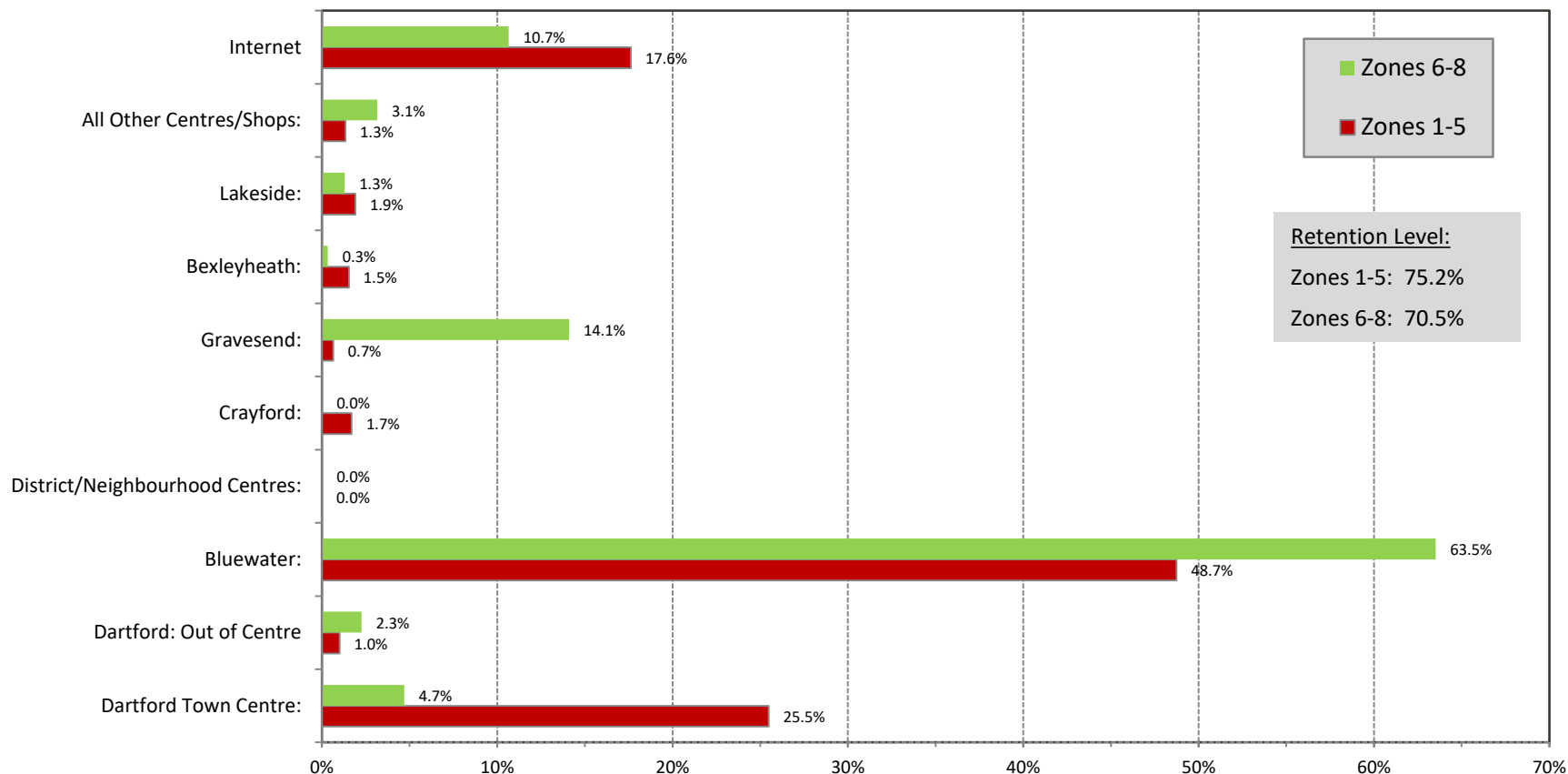
ALL NON-FOOD SHOPPING: MARKET SHARE ANALYSIS



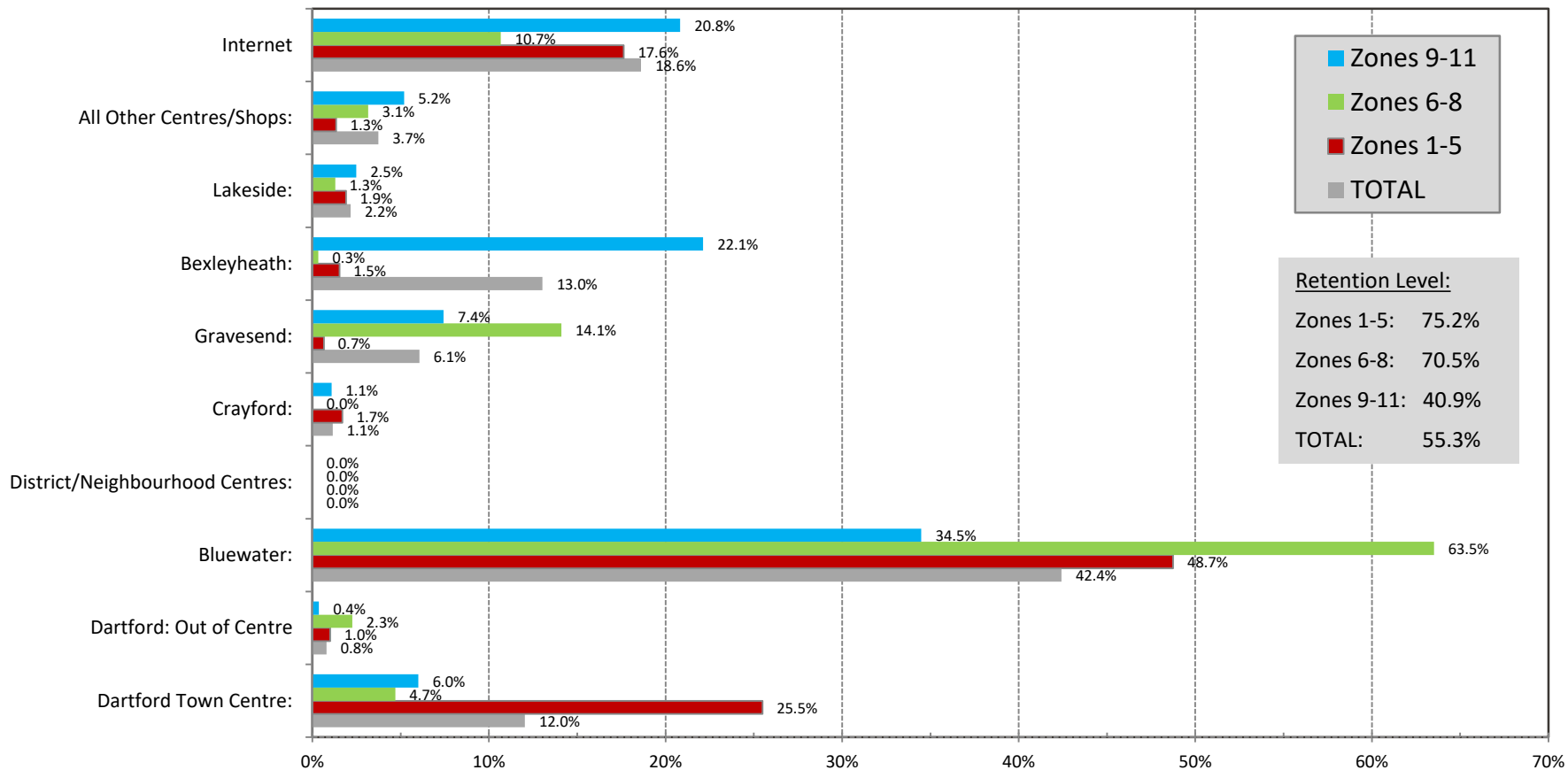
ALL NON-FOOD SHOPPING: MARKET SHARE ANALYSIS



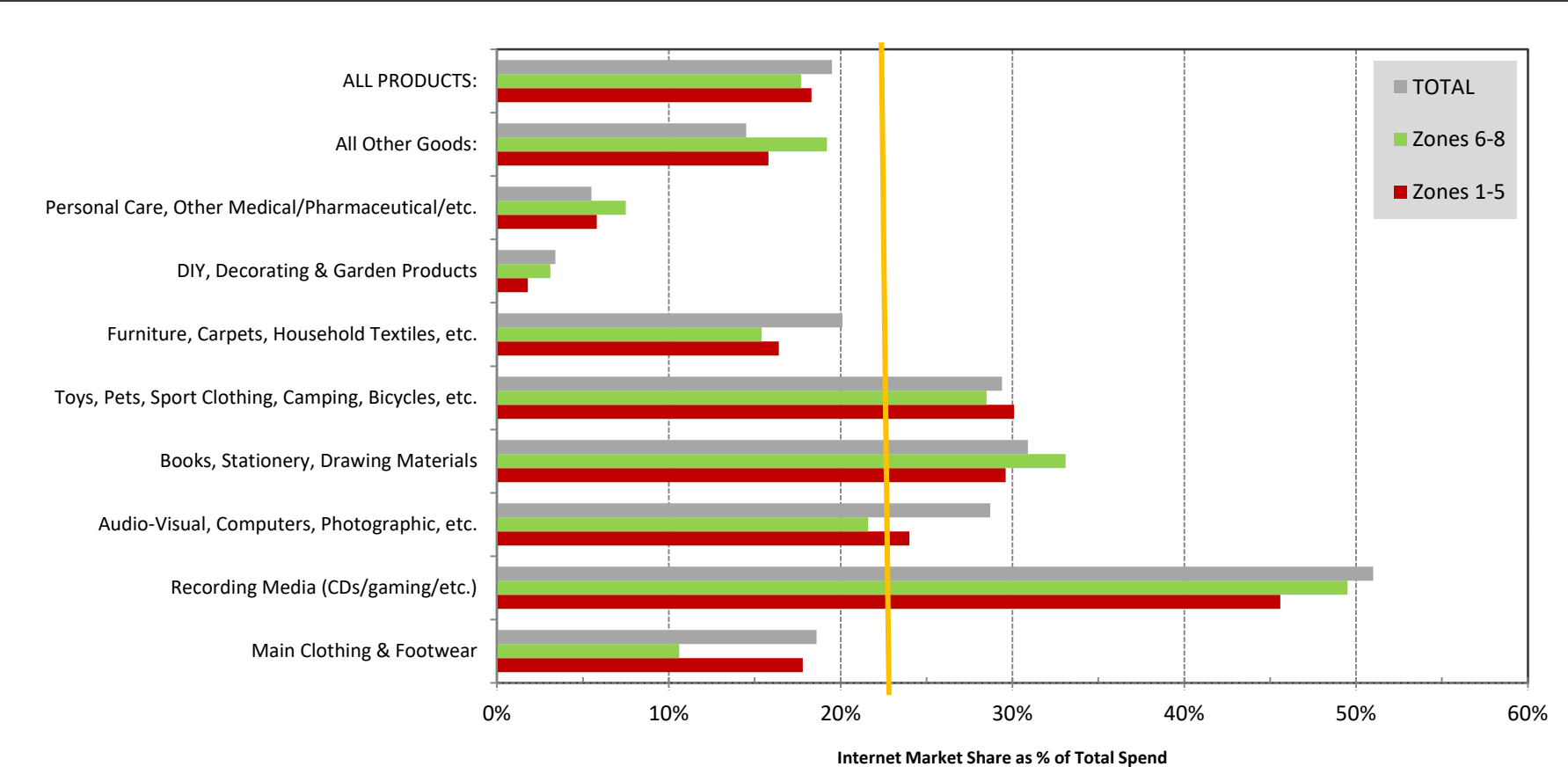
CLOTHING & FOOTWEAR SHOPPING: MARKET SHARES



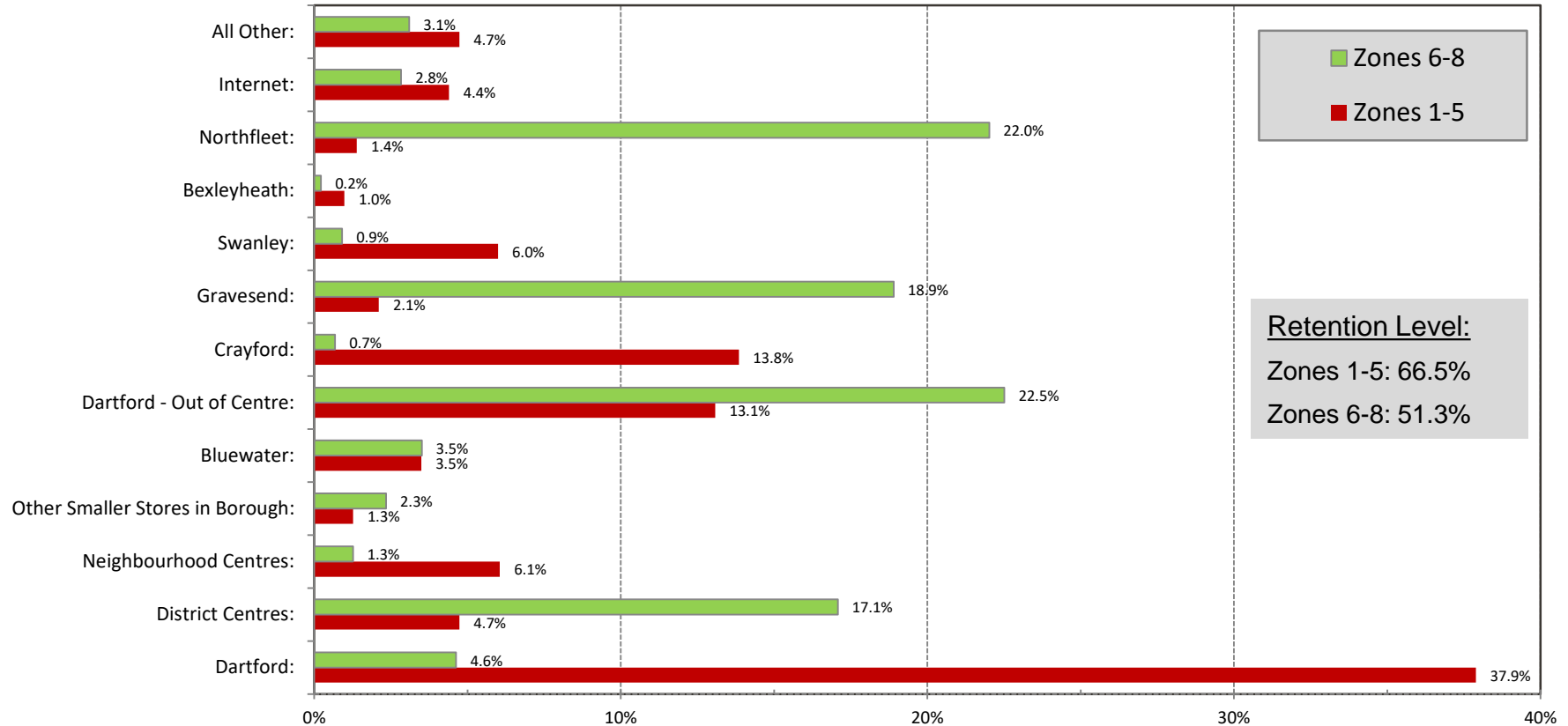
CLOTHING & FOOTWEAR SHOPPING: MARKET SHARES



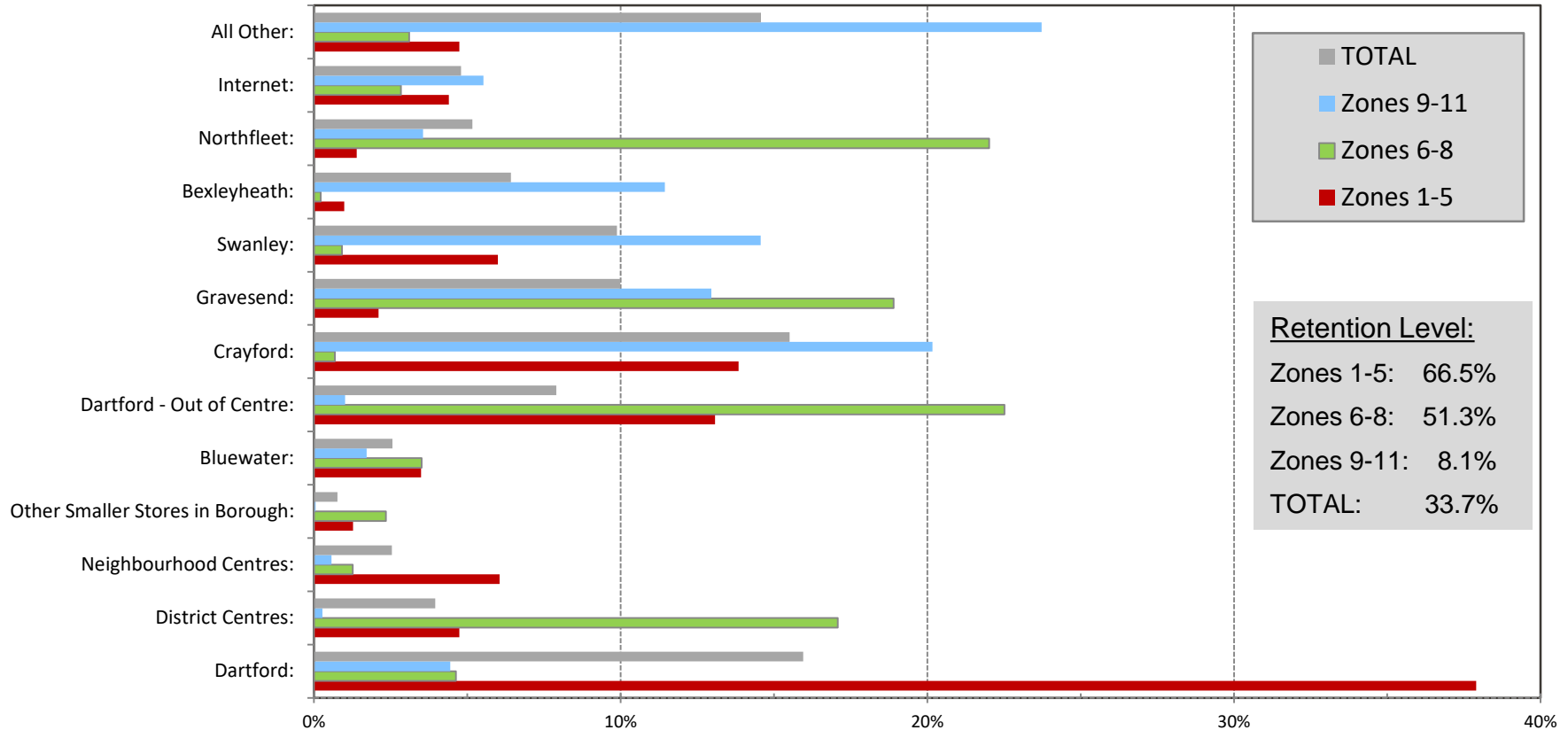
IMPACT OF INTERNET ON NON-FOOD RETAIL EXPENDITURE



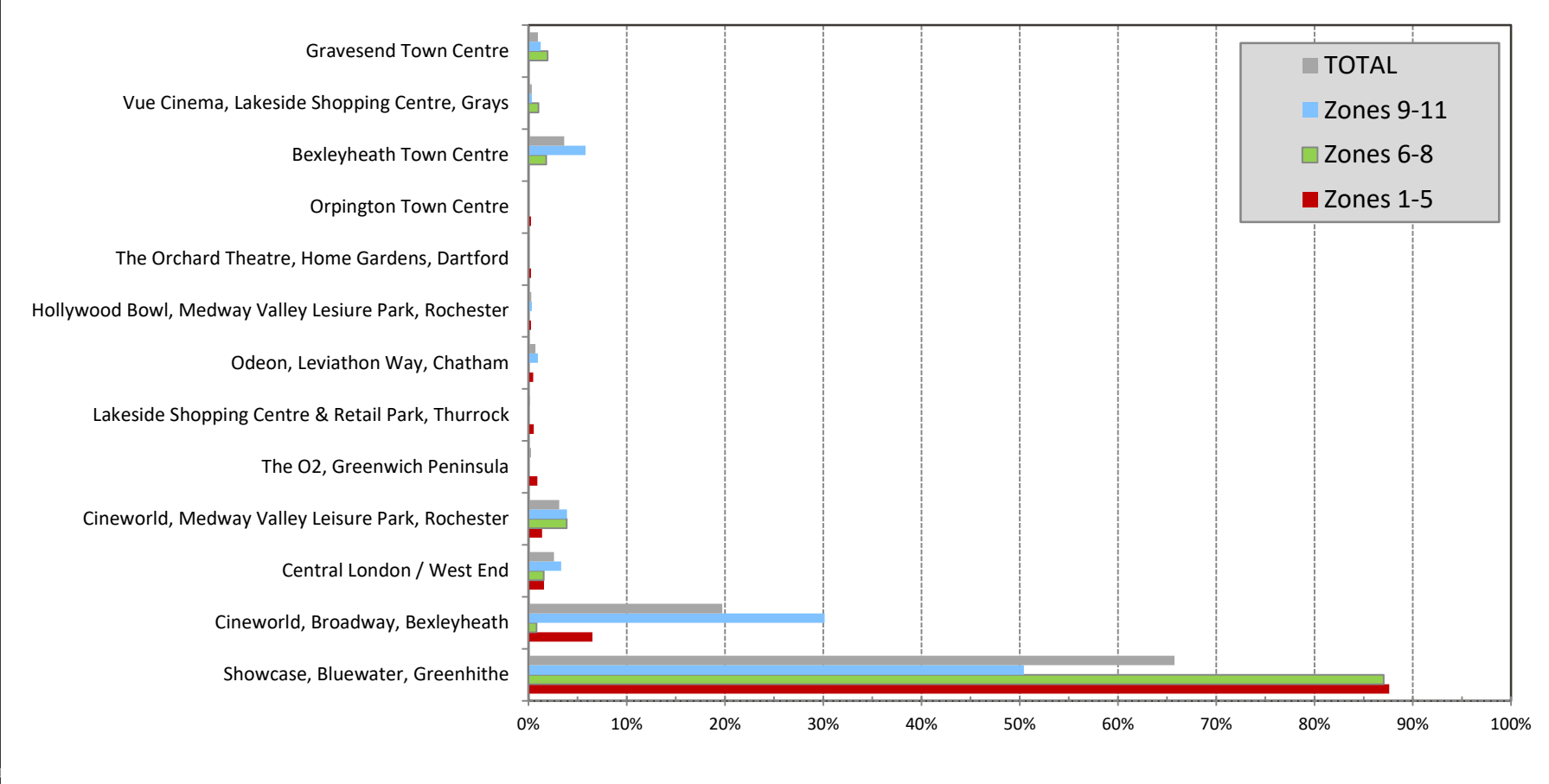
FOOD SHOPPING: MARKET SHARE ANALYSIS



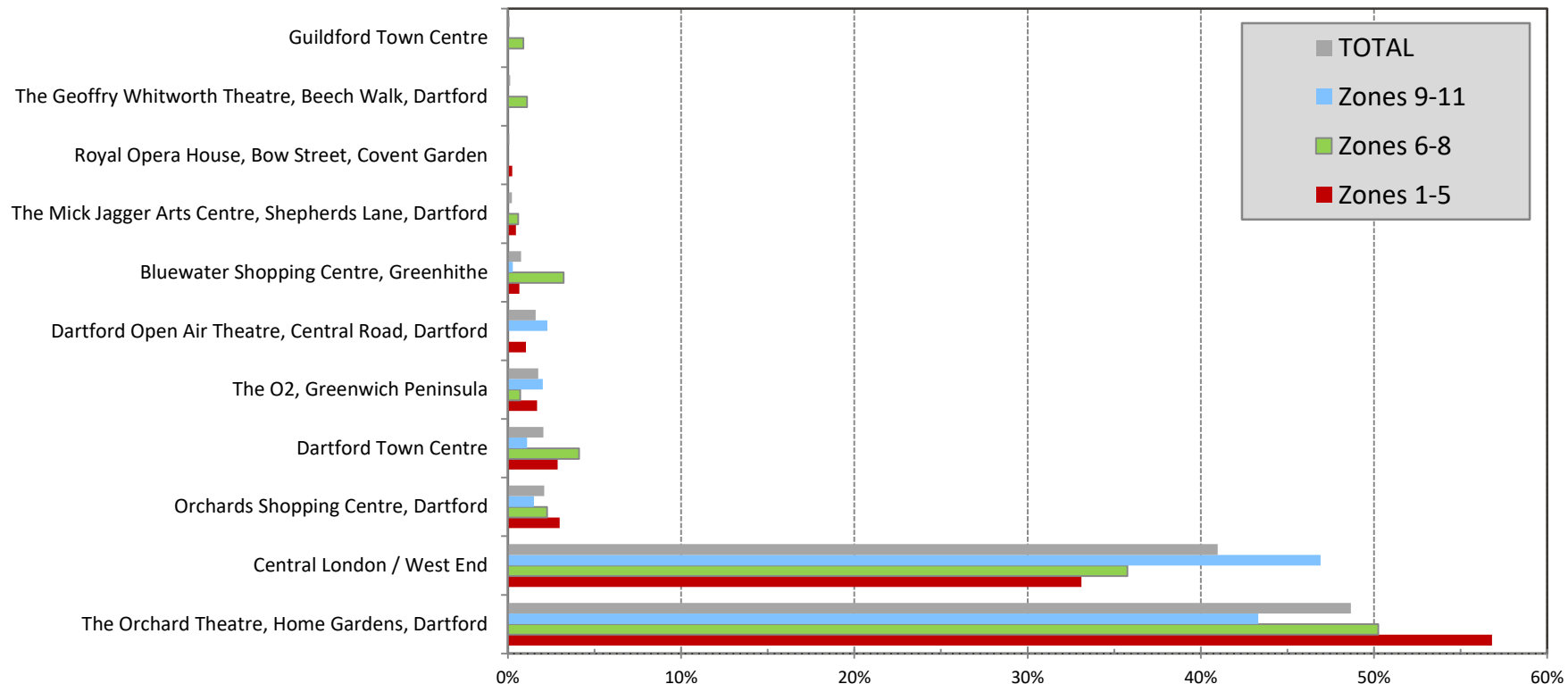
FOOD SHOPPING: MARKET SHARE ANALYSIS



MOST POPULAR CINEMAS BY ZONES



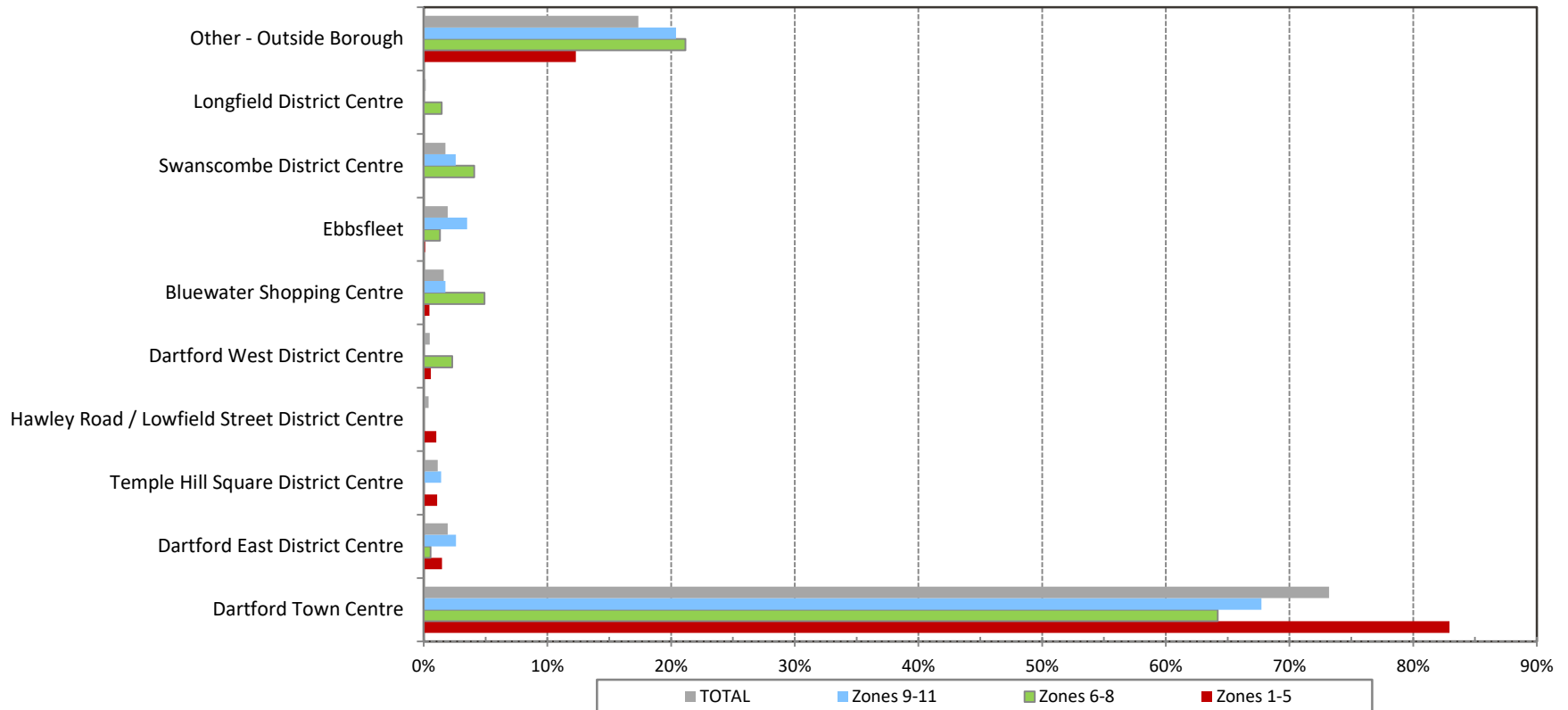
WHERE DO PEOPLE REGULARLY GO TO VISIT ART/CULTURAL FACILITIES (SUCH AS THEATRES, GALLERIES, MUSEUMS)?



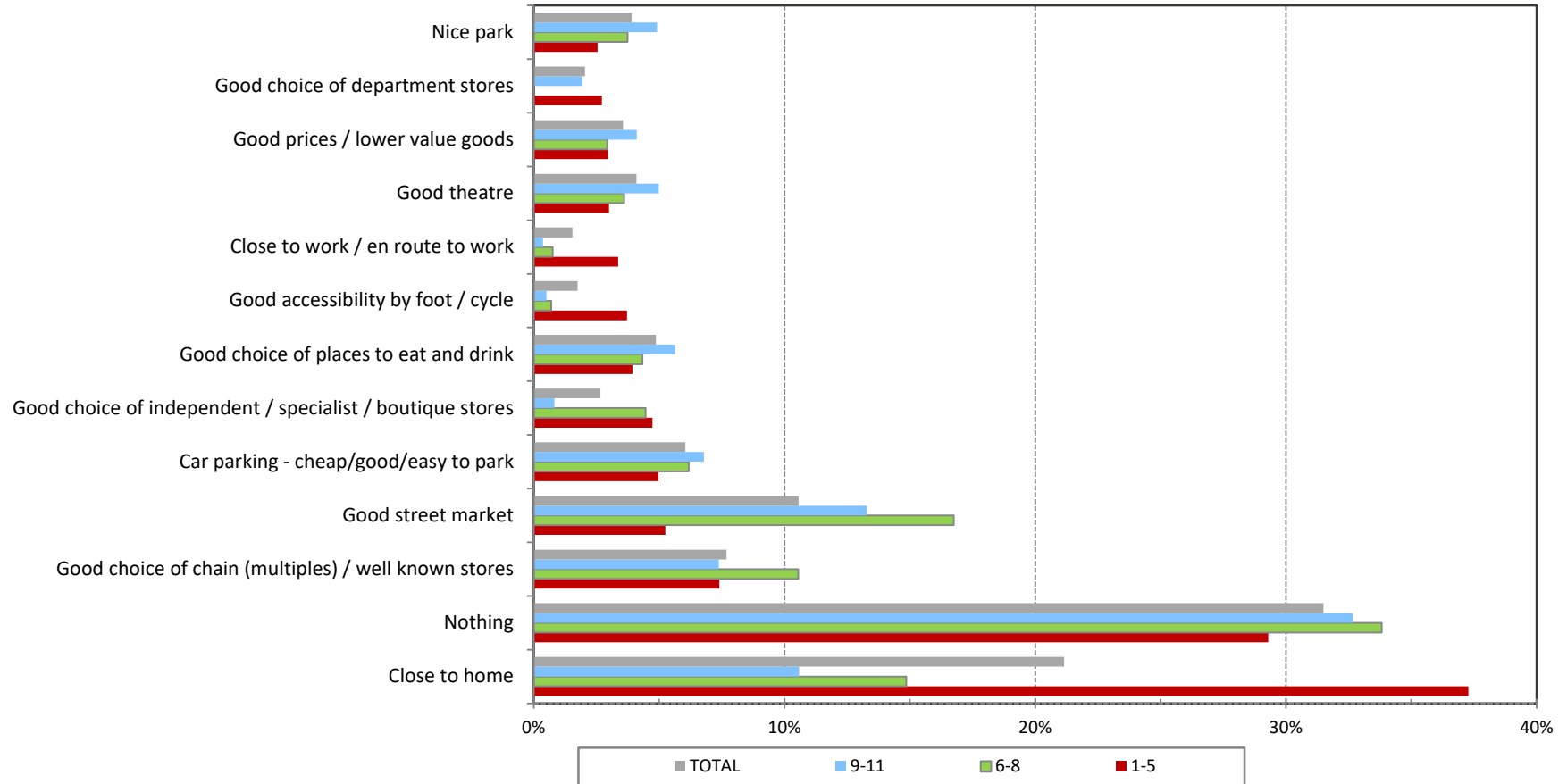
WHAT IMPROVEMENTS TO DARTFORD BOROUGH'S LEISURE OFFER WOULD MAKE YOU VISIT/PARTICIPATE MORE? (Q38)

	Zones 1-5	Zones 6-8	Zones 9-11	TOTAL
Nothing	35.0%	45.4%	50.1%	44.7%
A new multi-screen cinema	23.5%	9.6%	13.3%	16.1%
Ten-pin bowling	13.2%	5.5%	4.7%	7.5%
Don't know	10.8%	12.0%	10.6%	10.8%
More quality restaurants	10.6%	4.6%	7.5%	8.1%
More for children	8.4%	7.2%	3.6%	5.6%
Improved security / CCTV	3.7%	2.6%	2.8%	3.1%
More local sports & recreation facilities	3.2%	5.6%	1.6%	2.6%
Cheaper prices	3.1%	4.1%	6.0%	4.9%
More / better car parking	2.5%	5.7%	2.6%	3.0%
More street cleaning	2.4%	1.9%	1.5%	1.8%
More / better policing & safety	2.2%	0.6%	3.1%	2.5%
A new art house cinema	2.1%	1.3%	2.8%	2.4%
Bingo	2.1%	0.8%	1.0%	1.3%
Improvements in the built environment	1.8%	1.4%	1.5%	1.5%
More / better pubs / bars	1.7%	0.7%	0.9%	1.1%
More pavement cafes	1.5%	1.1%	0.3%	0.8%
More better parks / green spaces	1.4%	0.0%	0.8%	0.9%
A swimming pool	1.3%	3.5%	4.9%	3.6%
More / better health clubs / gyms	1.0%	3.0%	0.0%	0.7%
Ice rink	1.0%	0.3%	1.1%	1.0%
More / better shops	0.8%	0.5%	1.2%	1.0%
More for teenagers to do	0.8%	1.4%	0.0%	0.4%
More / better cultural facilities	0.7%	1.0%	1.6%	1.3%
A theatre	0.6%	0.3%	2.5%	1.6%
Improved street furniture	0.6%	1.2%	0.0%	0.3%
Provision of public toilets	0.6%	1.6%	1.0%	1.0%

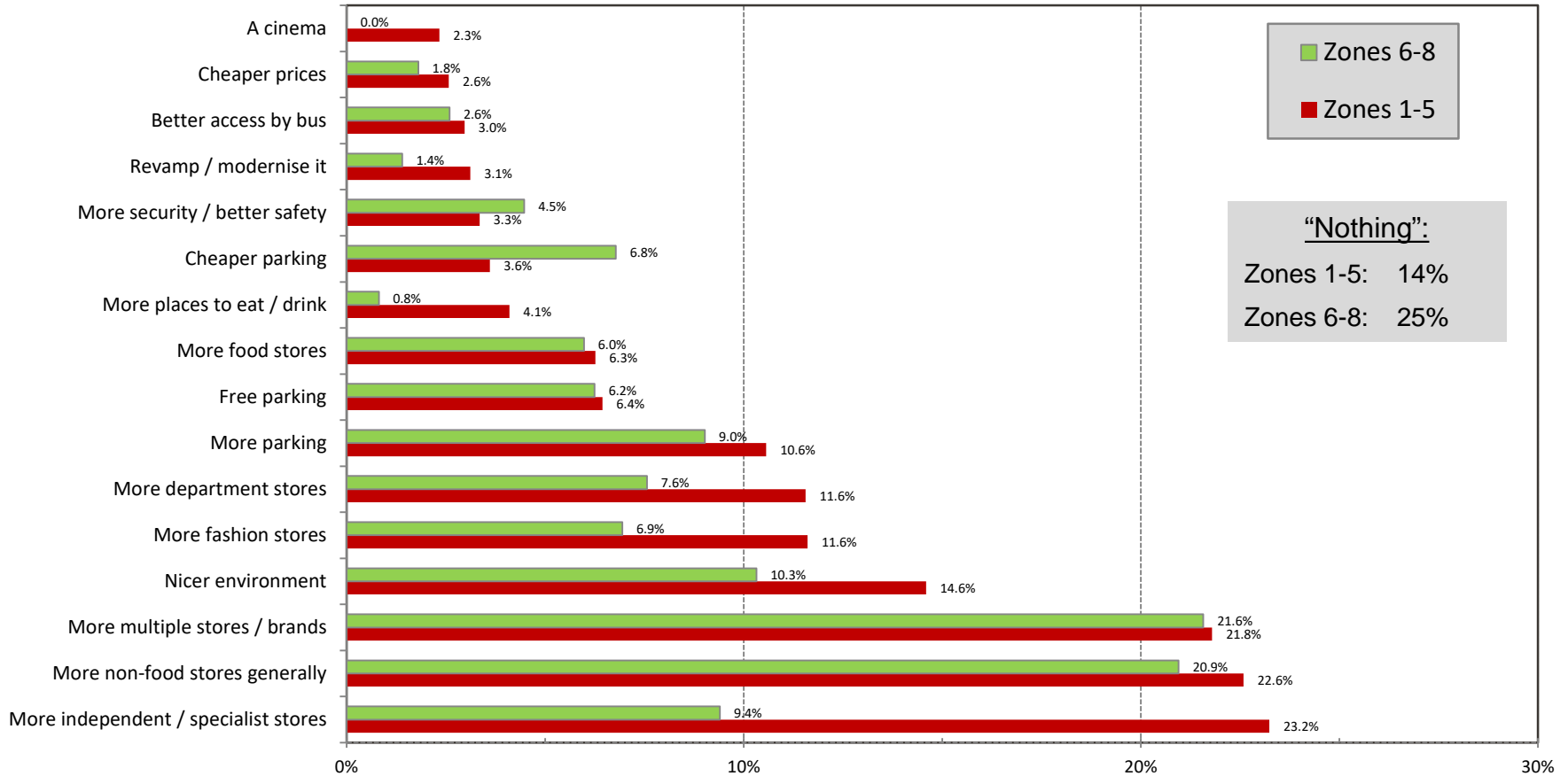
WHERE IN DARTFORD BOROUGH SHOULD THE IMPROVEMENTS TO LEISURE OFFER BE MADE? (Q39)



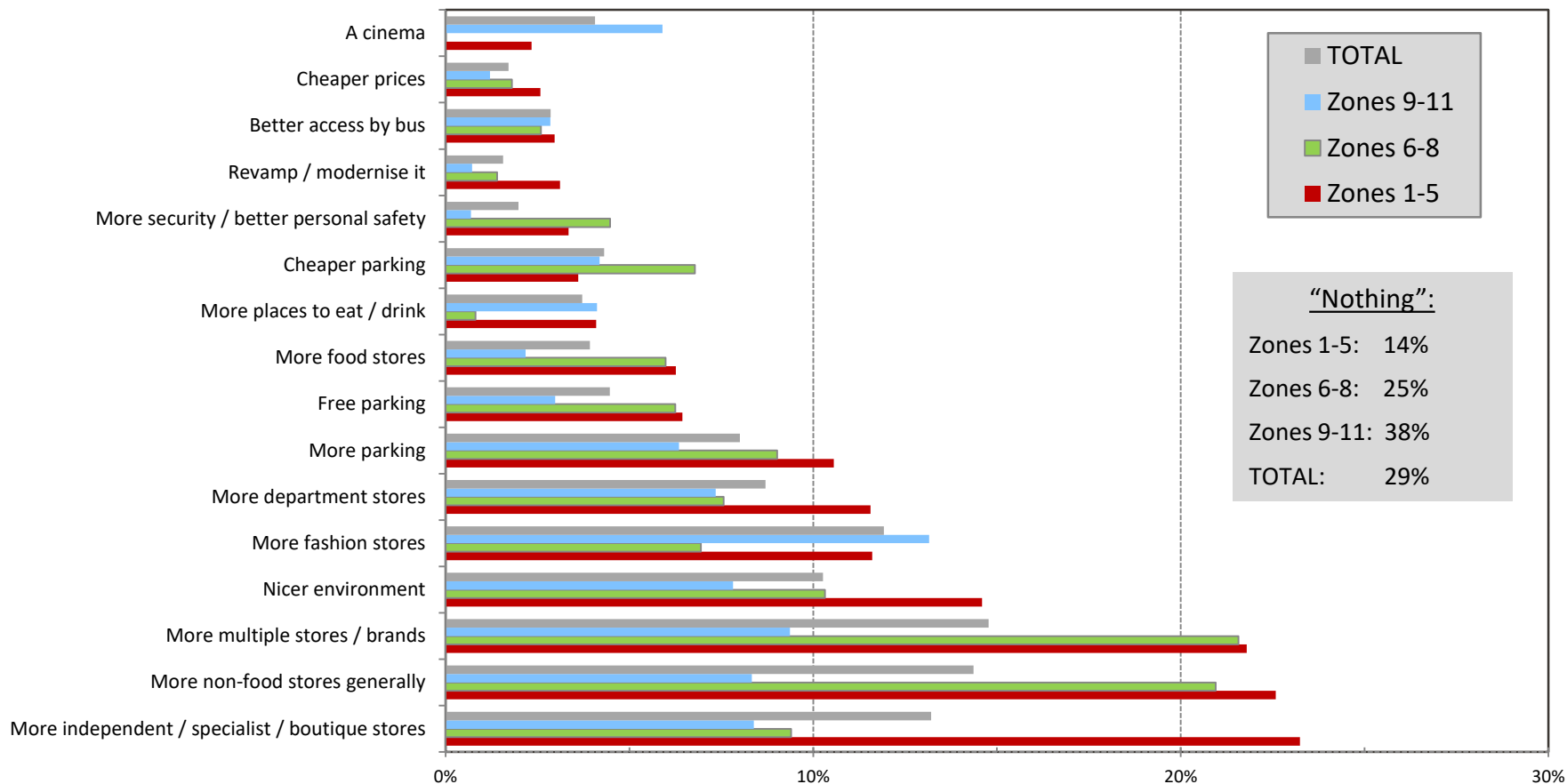
WHAT DO PEOPLE MOST LIKE ABOUT DARTFORD?



SUGGESTED IMPROVEMENTS TO CENTRE?



SUGGESTED IMPROVEMENTS TO CENTRE?



SUMMARY

- In summary, it is apparent that market demand from national retailers for representation in the Town Centre is limited.
- This reflects wider market trends, but also the town's proximity to Bluewater which effectively "casts a wide shadow" on market interest and the take-up of retail space in Dartford and other centres in its immediate catchment.
- The under-supply of modern space in the Town Centre that meets the needs of retailers and commercial leisure operators is also placing a potential "drag" on market demand.
- Thus, although retail will remain an important part of the town's overall attraction and diverse offer - helping to generate trips, footfall and expenditure for other shops, businesses and facilities – it is our view that Dartford Town Centre needs to "look beyond" traditional retail and provide more flexible retail and workspace that can respond to the needs of its existing and growing residential population in a more dynamic way.
- This will help to differentiate the town centre from the larger centres in the region, including Bluewater, that are largely dependent on the larger national multiple retailers to underpin their overall vitality and viability.

“Our high streets are right at the heart of our communities, and I will do everything I can to make sure they remain vibrant places where people want to go, meet and spend their money”

Prime Minister Boris Johnson

“High streets have a crucial role to play as we work to grow the economy of all parts of the country.”

Communities Secretary Rt Hon Robert Jenrick MP

“We can stop the slow death of the High Street.”

Andy Street, West Midlands Mayor (June 2019, This is Money)

“There is a need for all towns to develop plans that are business-like and focused on transforming the place into a complete community hub, incorporating health, housing, arts, education, leisure, business/office space, as well as some shops, while developing a unique selling proposition.”

Grimsey Review 2.0



Dr Steve Norris MRTPI

Director

Head of UK Planning, Development & Regeneration

Steve Norris is a Director and National Head of LSH's Planning, Development & Regeneration team.

Steve has over 27 years' experience providing planning, regeneration and commercial property consultancy advice on a wide variety of retail and town centre issues for regional planning bodies, local planning authorities, developers, investors and operators.

Steve is a member of Revo (formerly British Council of Shopping Centres); sits on the Board of the National Retail Planning Forum (NRPF); is a member of the Association of Town & City Management (ATCM); and chairs the annual RTPI conference on retail and town centres.

To contact Steve please call him on 07733122420, or email at SNorris@LSH.co.uk

North West Kent Transport & Planning Updates

The logo for Dartford Borough Council is a blue rectangle containing the text "DARTFORD" in bold white uppercase letters, with "BOROUGH COUNCIL" in smaller white uppercase letters below it.

DARTFORD
BOROUGH COUNCIL

DBC Local Plan, 26 November 2021

CONTENTS THIS MORNING

Introduction

Dartford Local Plan

Strategic Transport Model

Discussion/ Break

Sustainable Travel & Next Steps

2min. Updates from Partners

Discussion

Transport & Planning Update

Introduction

Introduction

- Organisations attending /notes
- **Purpose**
 - Follow on from previous events
 - Cooperative strategic discussion
 - Relevant Dartford transport background
 - Update on Local Plan and corporate actions
 - Collective feedback on transport studies
 - Partnership and delivery

Dartford Transport & Planning Background

- All DBC planners understand transport issues
- North Kent projects eg STIPs, Fastrack
- Large planning permissions
- Ebbsfleet Development Corporation: 2015
- Recent wider work eg Crossrail Extension case



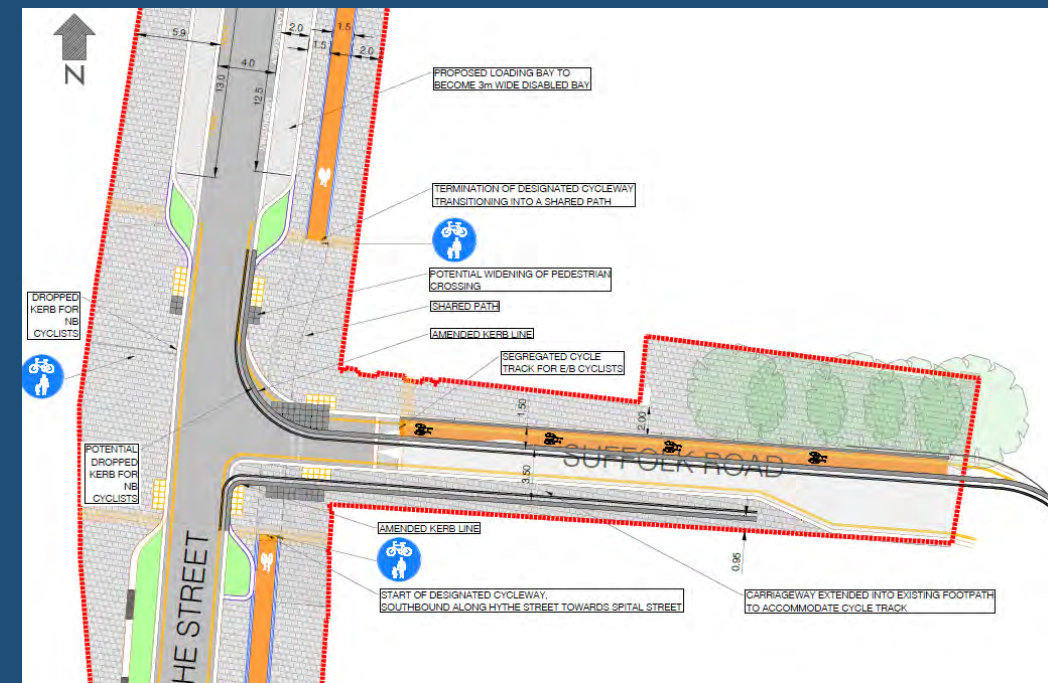
What is the Council doing?



- Dartford Town Centre project
- New phase of transport studies and project identification
- Gearing up: infrastructure planning and transport investment



Dartford Town Centre



Key sites: *Major infrastructure funded or delivered principally by the development on-site-*

- Dartford Town Centre:
 - Junction improvements, bus rationalisation, improved stops, cycle routes and parking, improved pedestrian environment; new pedestrian routes through developments;
- Ebbsfleet Central:
 - Jobs, homes, community and cultural facilities, improved transport interchange, junction improvements,
- Littlebrook, employment and:
 - Riverside enhancement, walking/cycle routes, bus travel, cycle hire strategic junction upgrades, flood defences.



Transport & Planning Update

Dartford Local Plan

Local Plan: Minimising travel need, supporting real transport options

Co-located development, and places with well served networks

Applying easy walk time criteria for residential development:

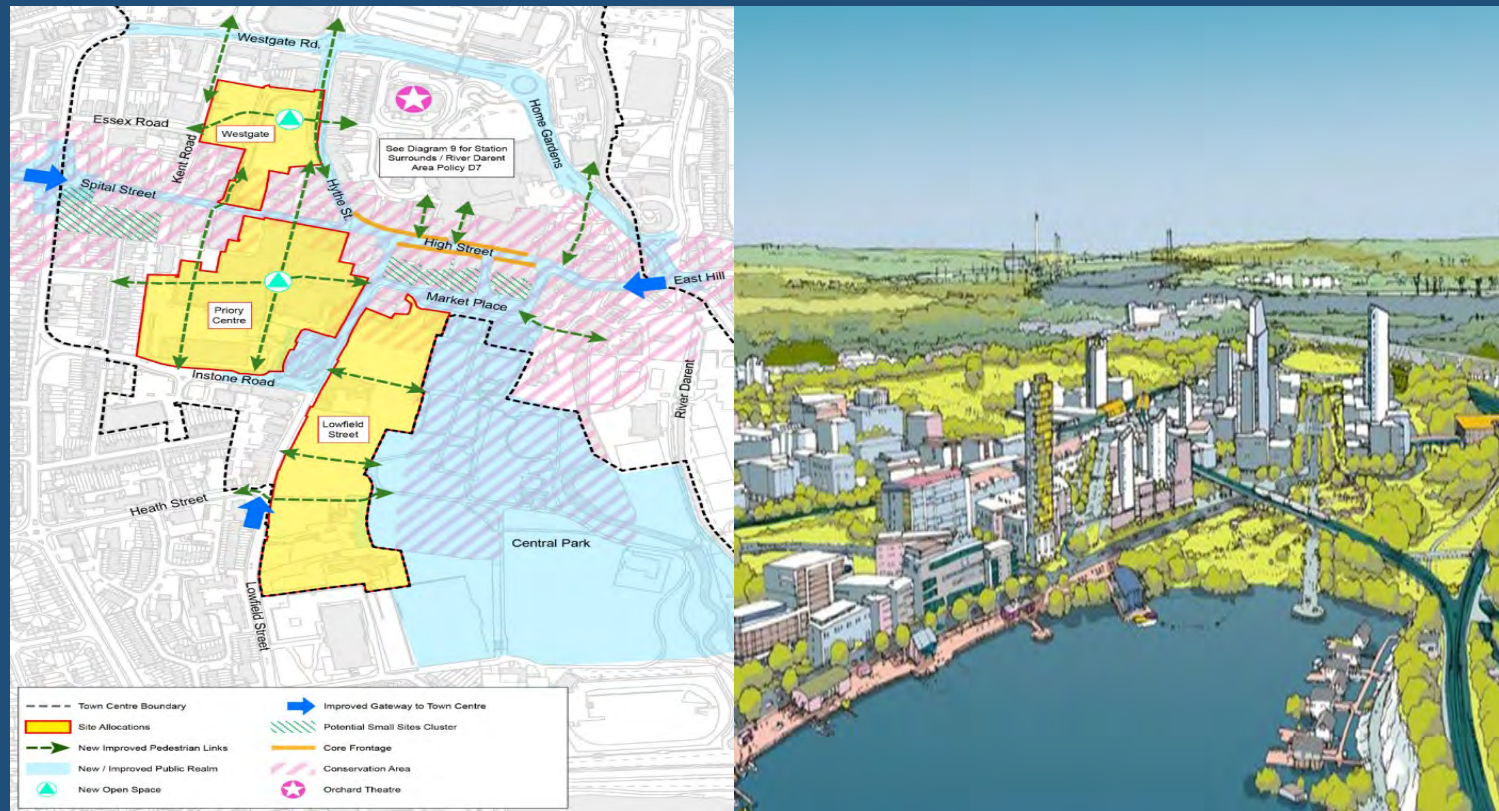
- Walkable/ local services
- Public transport/ employment
- Served by a cycle/walking network

Outcomes:

- Strong spatial strategy
- 10(?) Minute towns and neighbourhoods?



Local Plan Spatial Strategy: Focus on Central Dartford and Ebbsfleet



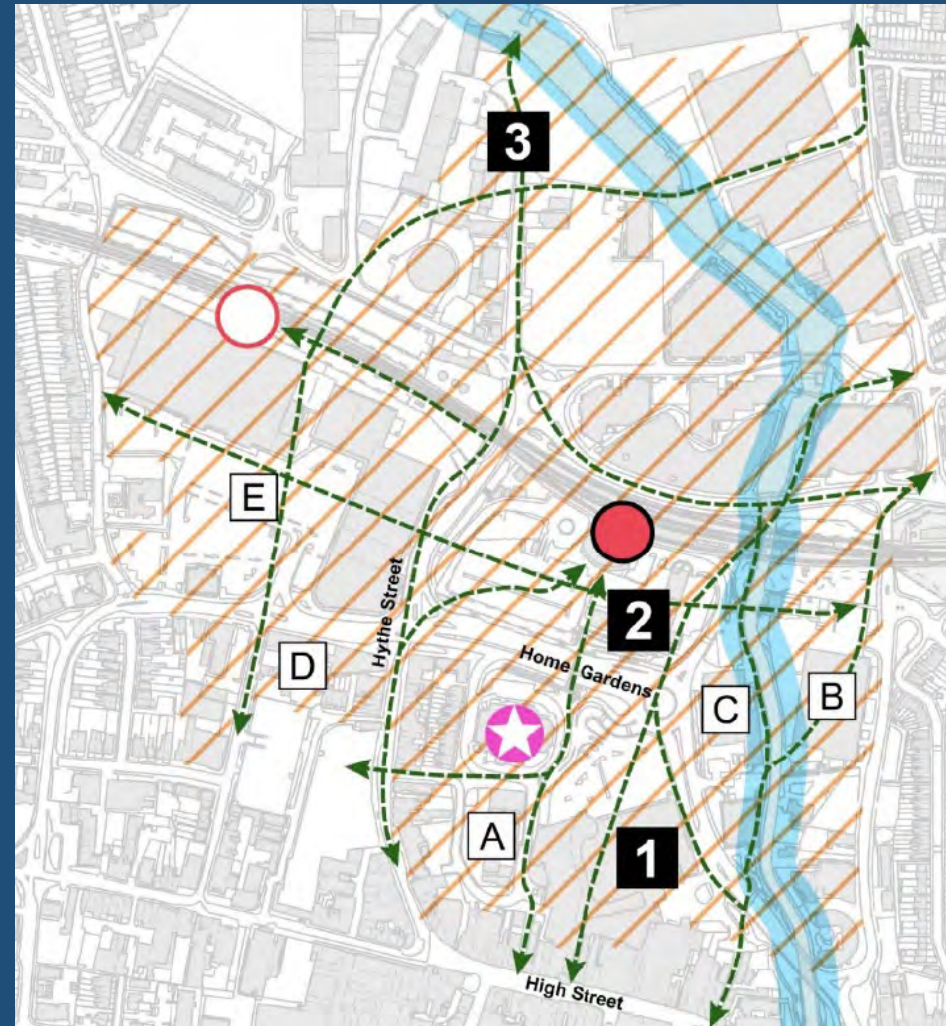
Town Centre Services and as a Transport Hub

Better integrating the railway station
with the High Street, and buses

River Darent for cycling+ walking north/
south through the town

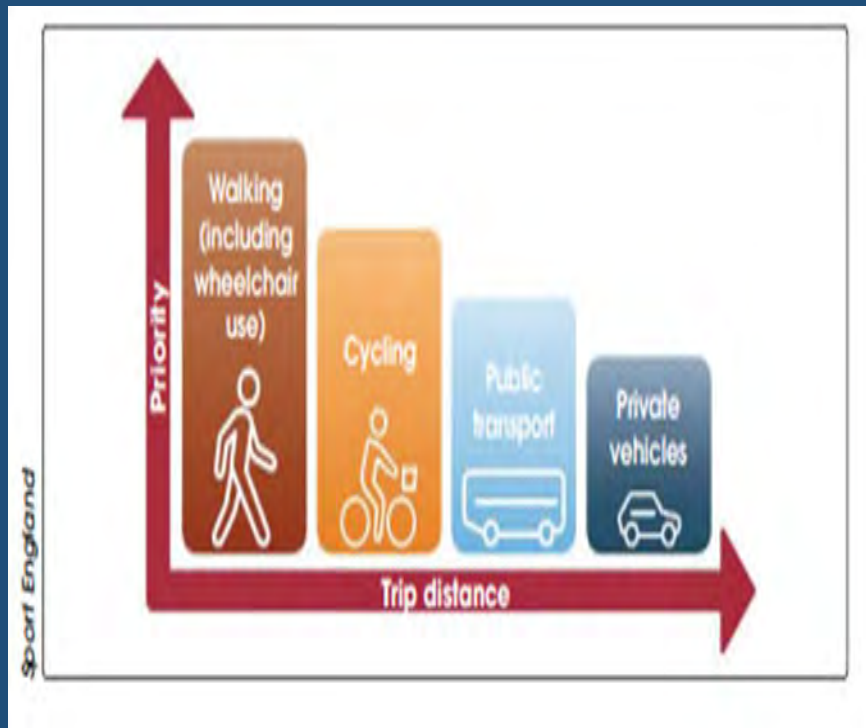
Attractive links between station and
river, and development, and existing
attractions eg Theatre

Enhanced environment and less
dominated by traffic

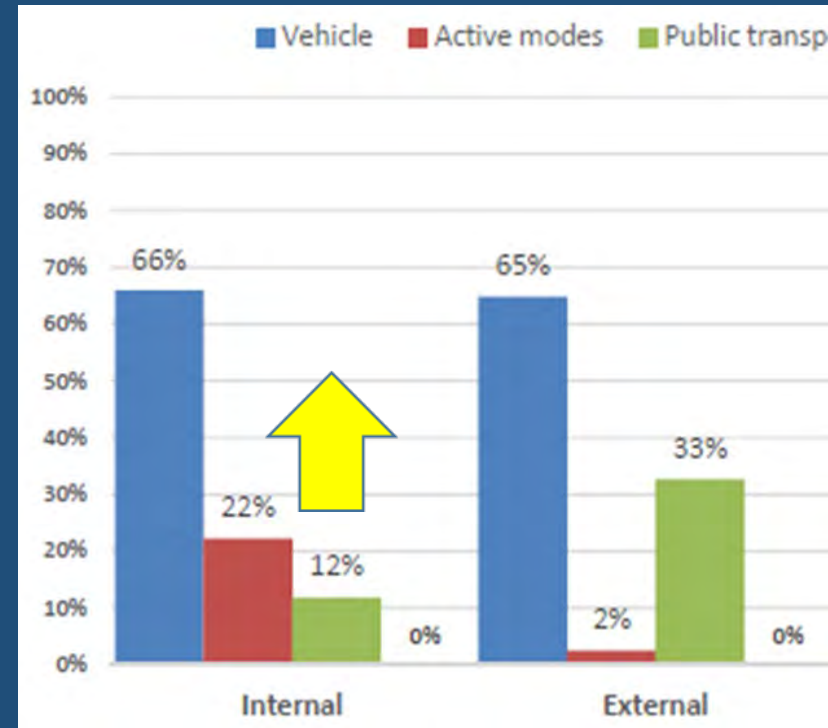


Local Plan strategy and policy

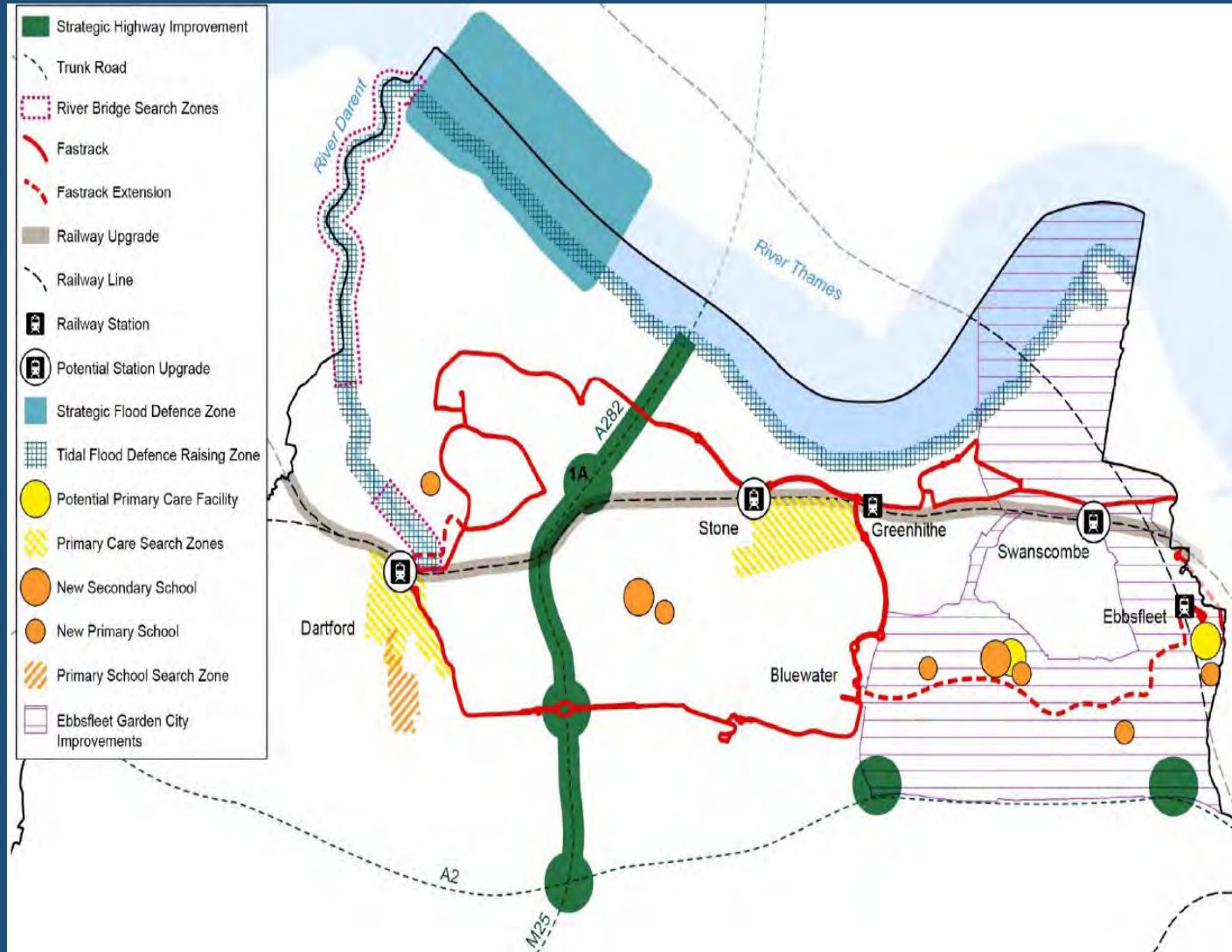
Places with variety of sustainable travel options – enhanced networks



Modal shift. Mitigations at major development, with monitoring and management



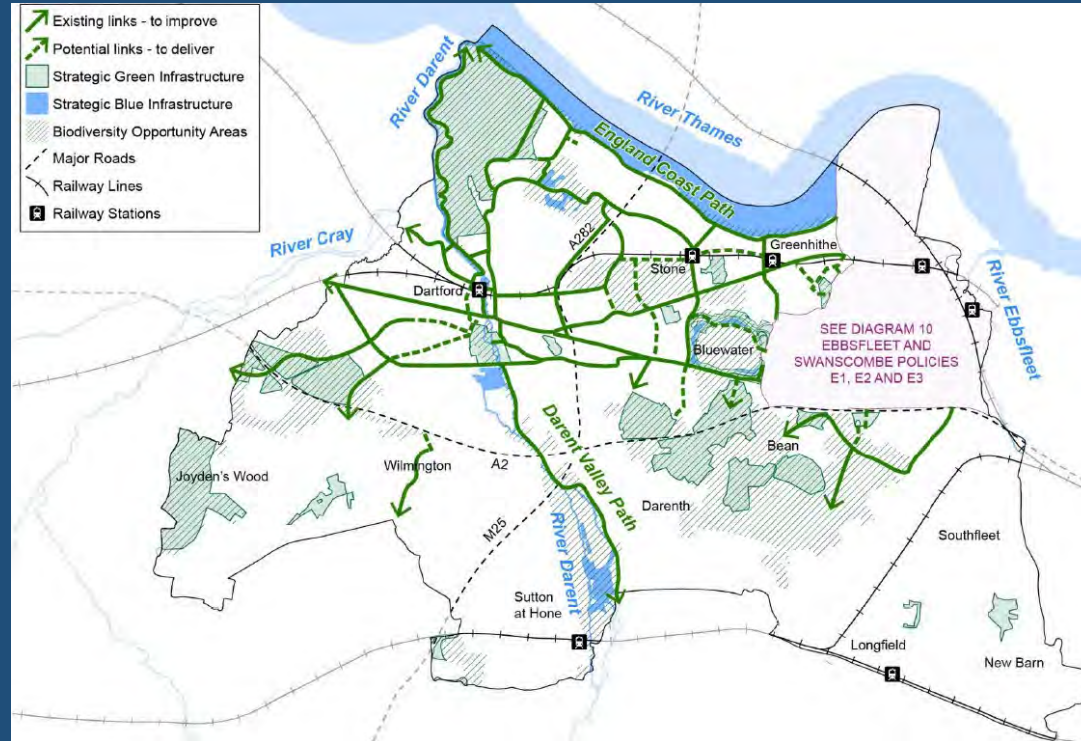
Strategic Infrastructure Investment



- Local Plan: Spatial (Town centre/ Ebbsfleet) + Infrastructure Plans together
- Fastrack network
- Railway station issues
- Junction upgrades and Crossing resilience
- Congestion, air quality: reducing highways impact on new and existing residents and businesses

Local Plan as strategic guidance for investment in local active travel networks

Urban Links



Ebbfleet Garden City



Transport & Planning Update

Strategic Modelling

Dartford Local Plan Strategic modelling

Presented by Gary Heard

26th November 2021



Content

- Introduction / Stantec's brief
- Stage 1 – Base year model
- Stage 2 – Forecast year model
- Stage 3 – Local Plan scenario
- Stage 4 – Need for mitigation
- Questions

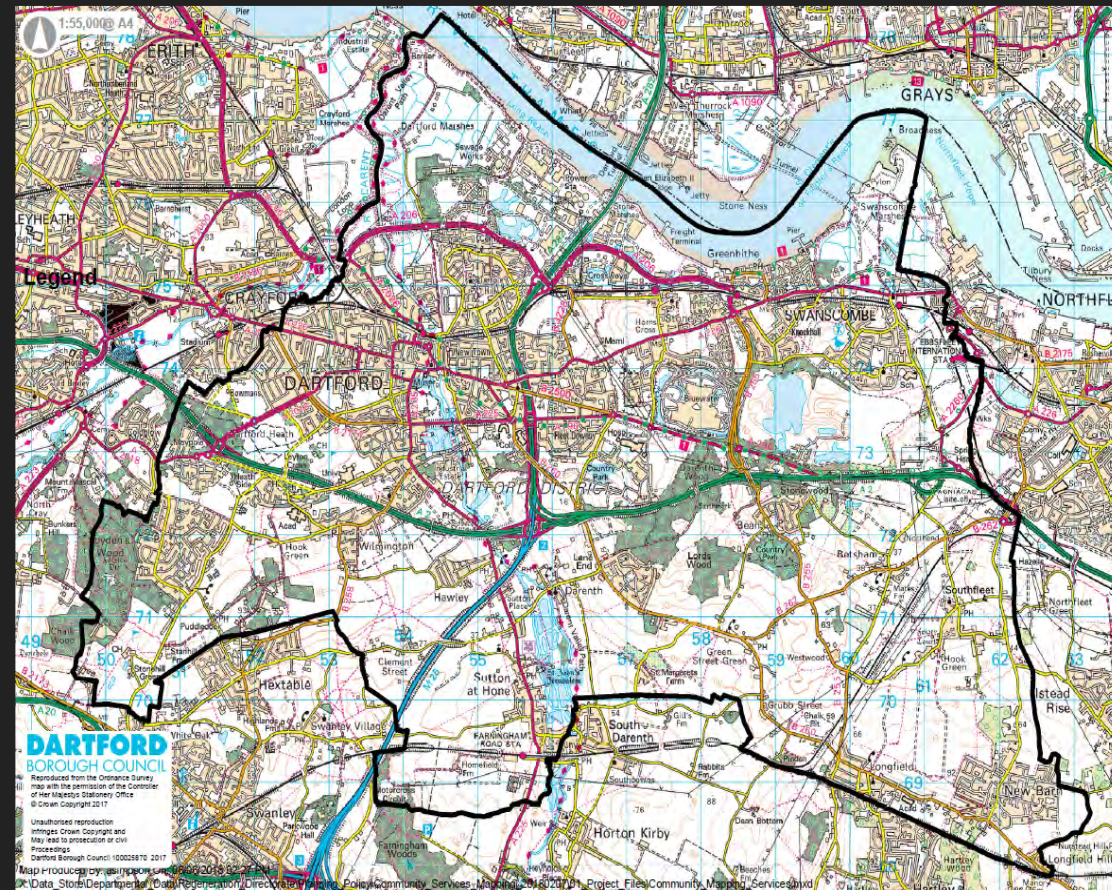
Introduction

DBC undertaking a Local Plan review

Stantec appointed by DBC to provide strategic modelling evidence

Four stages to Stantec's appointment

- Stage 1 – base year
- Stage 2 – forecast baseline
- Stage 3 – Local Plan testing
- Stage 4 – need for mitigation



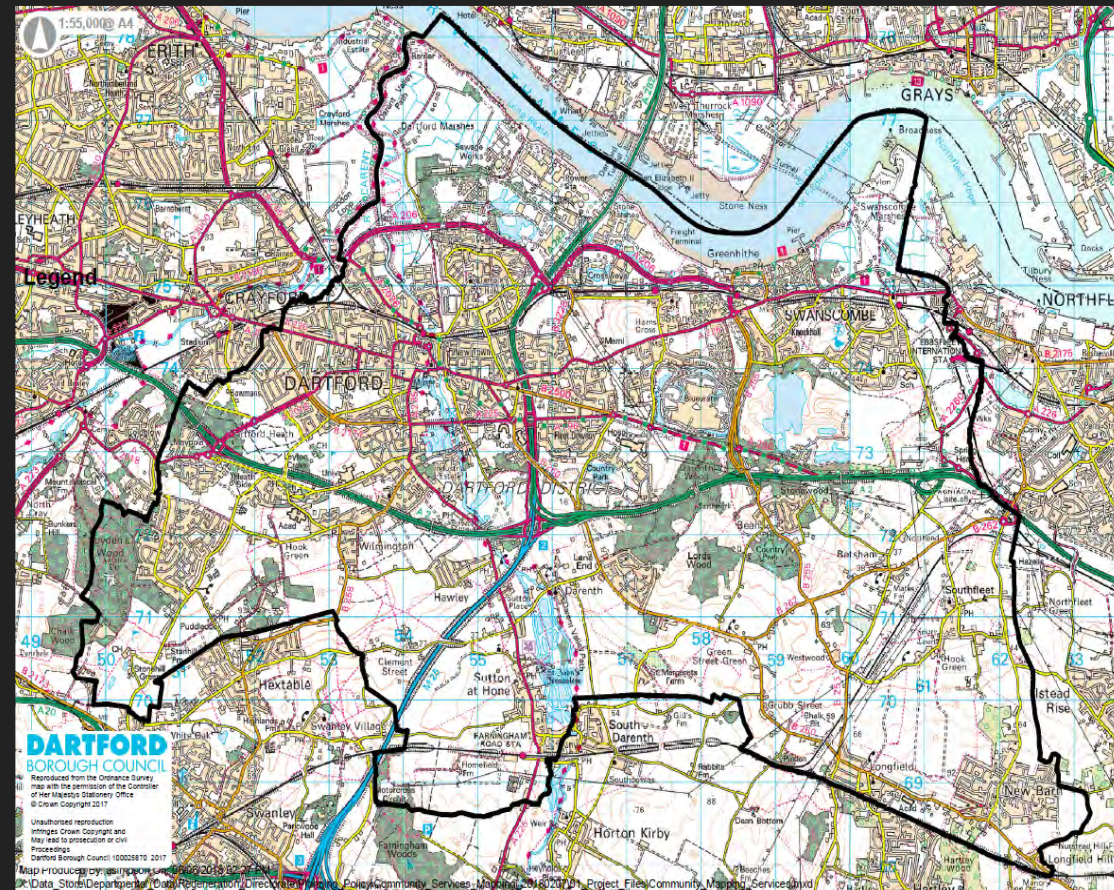
Stage 1 – base year

Initial inception meeting :

- Dartford Borough Council
- National Highways
- Kent County Council
- Ebbsfleet Development Corporation

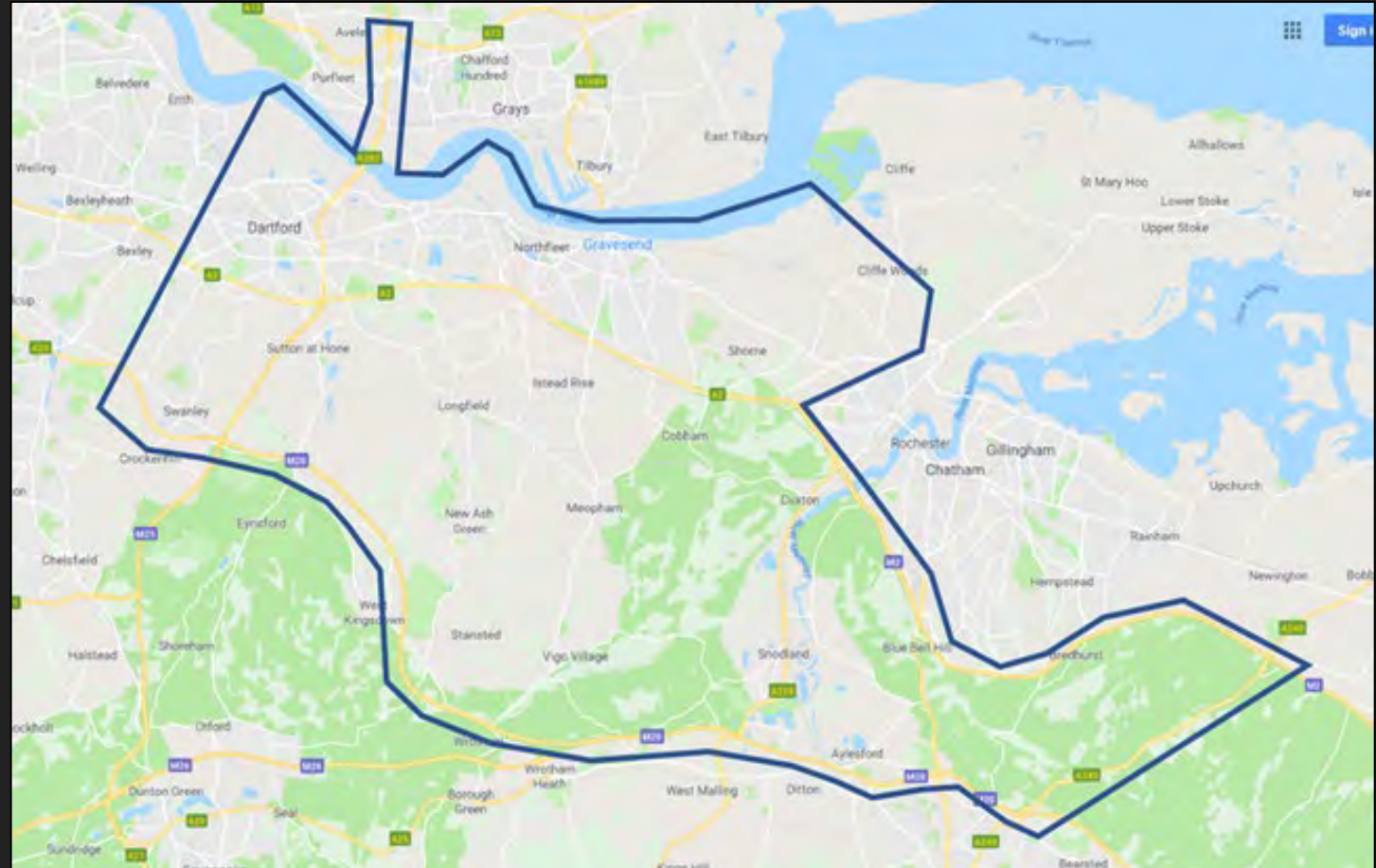
Scope and methodology discussed

Use of the Lower Thames Area Model (LTAM) discussed



Stage 1 – base year

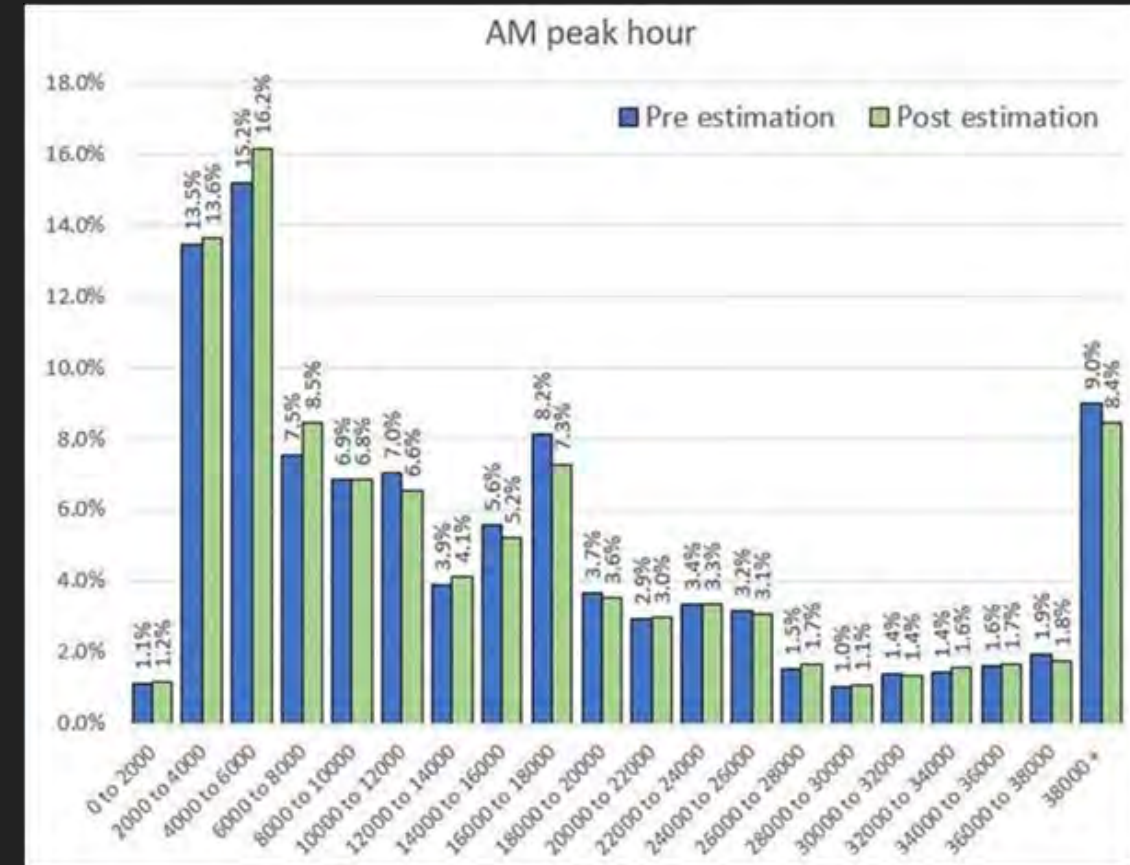
- The study uses the LTAM model (2016)
- Dartford Cordon provided by National Highways (DCLTAM)



Stage 1 – base year

2019 base year derived

- Prior matrix from DCLTAM (2016)
- Matrix estimation completed :
 - Converts 2016 to a 2019 base year
 - Converts the DCLTAM 0700-0800 peak hour to 0800-0900
- National Highways requested additional ME information (with reference to WebTag).
- This was provided and accepted



Stage 1 – base year

So, we end up with a 2019 base year model for 0800-0900 and 1700-1800

- Following Matrix Estimation
 - Checked observed vs modelled
 - c.94% of links have GEH < 10

Highway authorities confirmed the base year model as an acceptable basis for Local Plan forecasting.

	AM post ME (pre-ME in brackets)	PM post ME (pre-ME in brackets)
GEH<5	233 links = 69.6% (94 links = 28.1%)	255 links = 75.9% (151 links = 44.9%)
GEH<10	316 links = 94.3% (207 links = 62.0%)	314 links = 93.5% (239 links = 71.0%)

Stage 2 – forecast year baseline

Stage 2 develops a 2036 forecast baseline model

- Based upon DCLTAM model
- Used as basis to develop a Reference Case model



Stage 2 – forecast year baseline

- Interpolate the DCLTAM matrices to get a 2036 DCLTAM matrix





Stage 2 – forecast year baseline

- Calculate the differences between the DCLTAM 2016 and DCLTAM 2036
- Add a pro-rata proportion (2019 to 2036) to the 2019 base year model
- This provides a 2036 baseline matrix that includes the 2019 base year

$$\left(\begin{array}{c} \text{2036} \\ \text{DCLTAM} \\ \text{matrix} \end{array} - \begin{array}{c} \text{2016} \\ \text{DCLTAM} \\ \text{matrix} \end{array} \right) \times \begin{array}{c} 17 / 20^{\text{ths}} \end{array} + \begin{array}{c} \text{2019} \\ \text{Base year} \\ \text{matrix} \end{array} = \begin{array}{c} \text{2036} \\ \text{Baseline} \\ \text{matrix} \end{array}$$

Stage 2 – forecast year Reference Case

- The Reference Case includes existing and consented development within DBC
- The approach to define the Reference Case has been agreed with highway officers
 - Reference Case quanta must not be less than the Local Plan scenario quanta
 - The Reference Case quanta could assume the likely / expected Local Plan quanta
- The Reference Case has a lower land use quantum than DCLTAM for non residential uses.

Land use	DCLTAM	Reference Case	Reference Case vs DCLTAM
Flats	638	6,504	5,866
Houses	11,244	5,237	-6,007
Residential	11,882	11,741	-141
B1a and B1c (Office-Industrial)	445,231	97,837	-347,394
Industrial	131,682	62,990	-68,692
Warehousing	64,720	122,768	58,048
Parcel Distribution	97,080	184,153	87,073
Employment	738,713	467,748	-270,965
Local shops	27,100	13,400	-13,700
Retail Park-incl food	26,233	24,233	-2,000
Retail	53,333	37,633	-15,700
Hotel	20,032	4,107	-15,925
Pub Restaurant	15,500	8,700	-6,800
Hospitality	35,532	12,807	-22,725
Leisure - centre	109,386	5,000	-104,386
Leisure - park	6,258	13,400	7,142
Leisure - cinema	0	13,400	13,400
Leisure	115,644	31,800	-83,844

Stage 2 – forecast year Reference Case

- Traffic generation for the DCLTAM land use and the Reference Case land use has been calculated
- TRICS data used (as agreed with Highway Authorities)

AM



Land use	DCLTAM (2-way)	Reference Case (2-way)	Reference Case vs DCLTAM
Flats	150	1,596	1,446
Houses	5,558	2,650	-2,908
Residential	5,708	4,246	-1,462
B1a and B1c (Office-Industrial)	7,665	1,681	-5,985
Industrial	1,123	533	-590
Warehousing	221	420	199
Parcel distribution	1,228	2,330	1,101
Employment	10,238	4,963	-5,275
Local shops	1,737	859	-878
Retail Park-incl food	524	484	-40
Retail	2,260	1,343	-918
Hotel	73	11	-63
Pub Restaurant	0	0	0
Hospitality	73	11	-63
Leisure - centre	918	37	-880
Leisure - park	58	124	66
Leisure - cinema	0	0	0
Leisure	976	161	-815
TOTAL	19,255	10,724	-8,531

PM



Land use	DCLTAM (2-way)	Reference Case (2-way)	Reference Case vs DCLTAM
Flats	189	1,801	1,612
Houses	5,523	2,660	-2,863
Residential	5,711	4,461	-1,250
B1a and B1c (Office-Industrial)	6,816	1,479	-5,337
Industrial	1,032	479	-553
Warehousing	167	317	150
Parcel distribution	1,512	2,867	1,356
Employment	9,526	5,142	-4,385
Local shops	2,332	1,153	-1,179
Retail Park-incl food	1,149	1,061	-88
Retail	3,480	2,214	-1,266
Hotel	52	7	-44
Pub Restaurant	331	252	-80
Hospitality	383	259	-124
Leisure - centre	2,592	105	-2,487
Leisure - park	226	484	258
Leisure - cinema	0	234	234
Leisure	2,818	822	-1,995
TOTAL	21,919	12,898	-9,021

Stage 3 – Local Plan scenario

- Assess Local Plan preferred option derived by DBC
- Methodology discussed and agreed with Highway Authorities
- Preferred Local Plan land use quanta
- Comparison with Reference Case

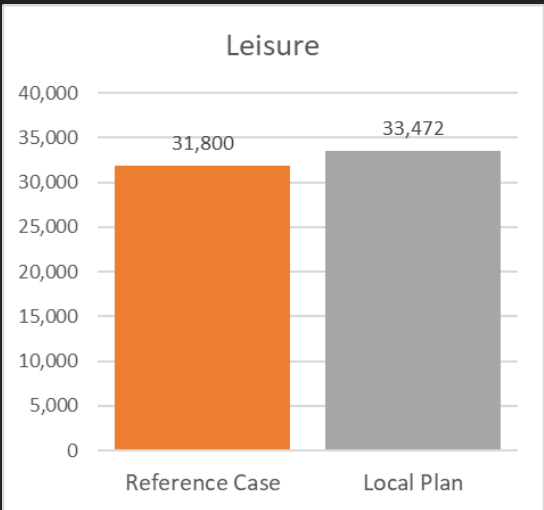
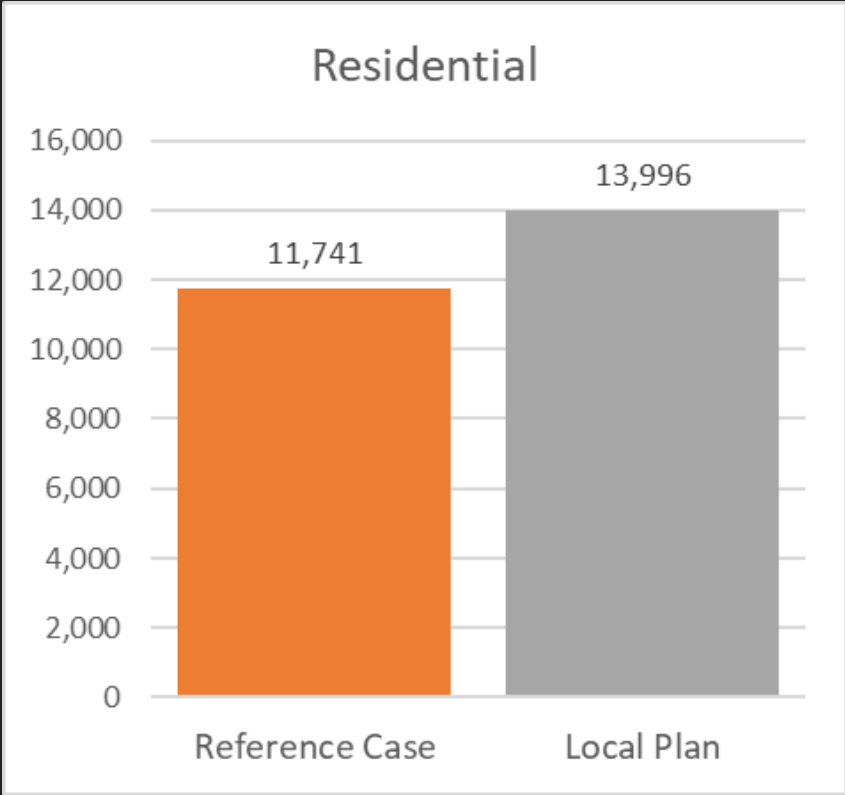


Land use	Reference Case	Local Plan (preferred)	Local Plan (preferred) vs Reference Case
Flats	6,504	8,444	1,940
Houses	5,237	5,552	315
Residential	11,741	13,996	2,255
B1a and B1c (Office-Industrial)	97,837	128,210	30,373
Industrial	62,990	25,791	-37,199
Warehousing	122,768	162,381	39,613
Parcel Distribution	184,153	243,572	59,419
Employment	467,748	559,954	92,206
Local shops	13,400	14,900	1,500
Retail Park-incl food	24,233	24,233	0
Retail	37,633	39,133	1,500
Hotel	4,107	14,668	10,561
Pub Restaurant	8,700	10,200	1,500
Hospitality	12,807	24,868	12,061
Leisure - centre	5,000	5,000	0
Leisure - park	13,400	14,072	672
Leisure - cinema	13,400	14,400	1,000
Leisure	31,800	33,472	1,672

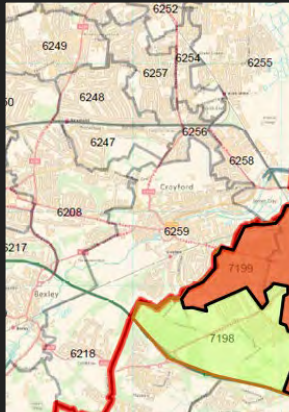


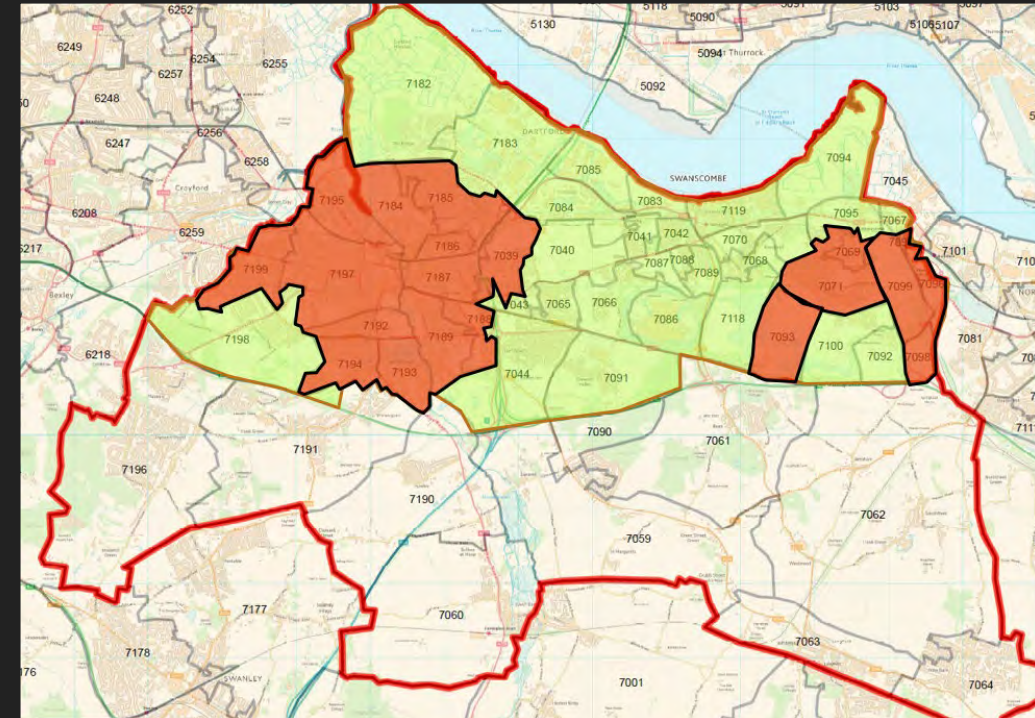
Stage 3 – Local Plan scenario

Land use quanta :



Stage 3 – Local Plan scenario

- Traffic generation based upon TRICS data and agreed with Highway Authorities
 - Town centre / Edge of town centre sites used as proxy for urban sites
 - Suburban and Edge of town sites used as proxy for suburban sites
 - Mode shift assumptions assessed.
 - Scenario 1 – Standard TRICS (0%)
 - Scenario 2 - Core mode shift (15%)
 - Scenario 3 - High mode shift assessment (30%)
- 

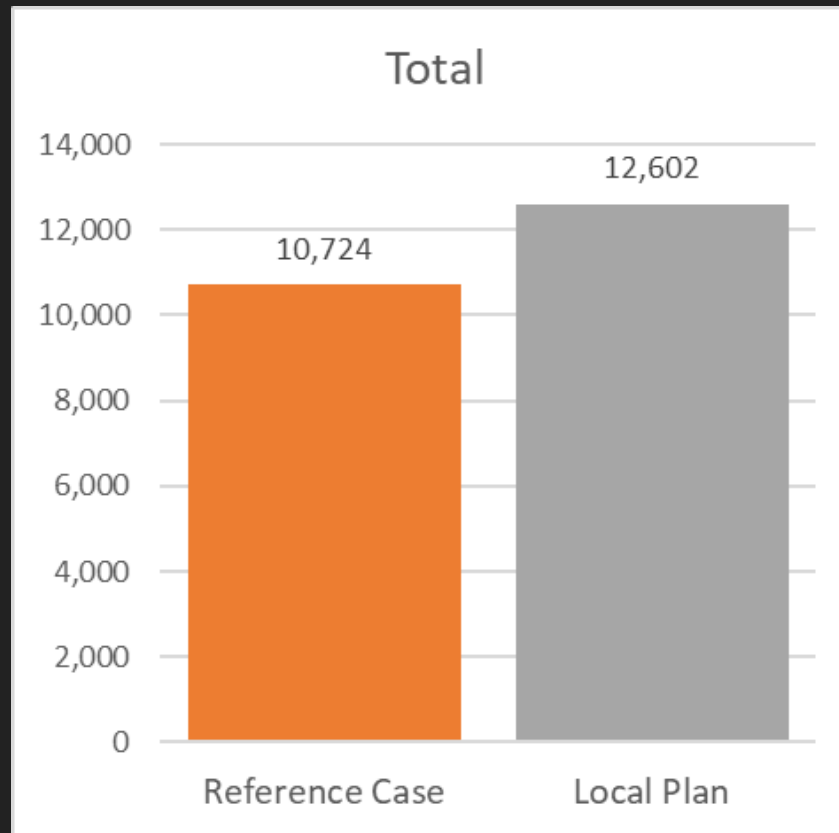


Stage 3 – Local Plan scenario

Total traffic generation :

AM peak hour

PM peak hour





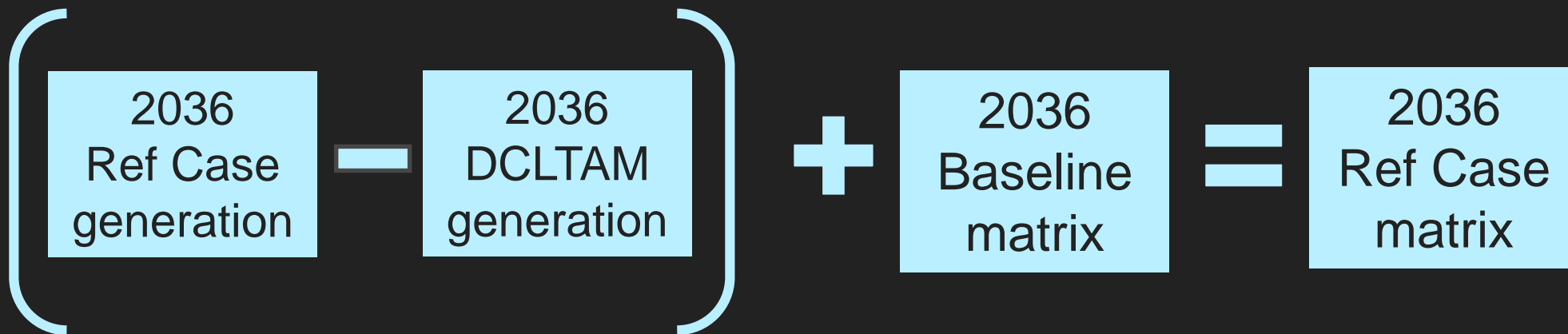
Stage 3 – Local Plan scenario

- Distribution of traffic generation discussed with Highway Authorities
 - Use Census data and / or LTAM ?
 - Or use a mix of both ?
- A mix of both was adopted
 - Employment journeys use Census JtW data
 - Local retail distributed to immediate surrounding zones
 - Leisure, hotel and retail park trips use LTAM distribution



Stage 3 – Local Plan scenario

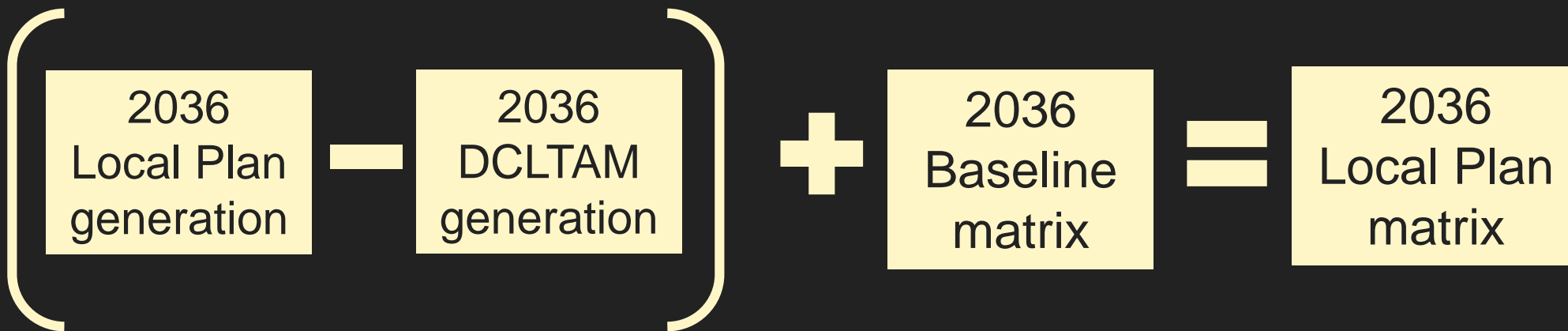
- The difference between the DCLTAM traffic generation and Reference Case traffic generation is calculated
- The difference is added to the 2036 baseline matrix
- This creates a 2036 Reference Case matrix





Stage 3 – Local Plan scenario

- The difference between the DCLTAM traffic generation and Preferred Local Plan traffic generation is calculated
- The difference is added to the 2036 baseline matrix
- This creates a 2036 Preferred Local Plan matrix





Stage 3 – Local Plan scenario

- Stage 3 assignments run for the following :
 - 2036 Reference Case
 - AM and PM with and without Lower Thames Crossing
 - 2036 Preferred Local Plan
 - AM and PM with and without Lower Thames Crossing
 - AM and PM with and without Lower Thames Crossing – with 15% mode shift (Core)
 - AM and PM with and without Lower Thames Crossing – with 30% mode shift (High)
- A comparison is made between the Reference Case and the Local Plan scenario



Stage 3 – Local Plan scenario

- The Stage 3 outputs comprise :
 - Demand flow (in PCUs)
 - V/C statistic (in %)
- These data are reported for SRN and LRN corridors



Stage 3 – Local Plan scenario

- Strategic Road Network (A282 / M25)

Junction 1a

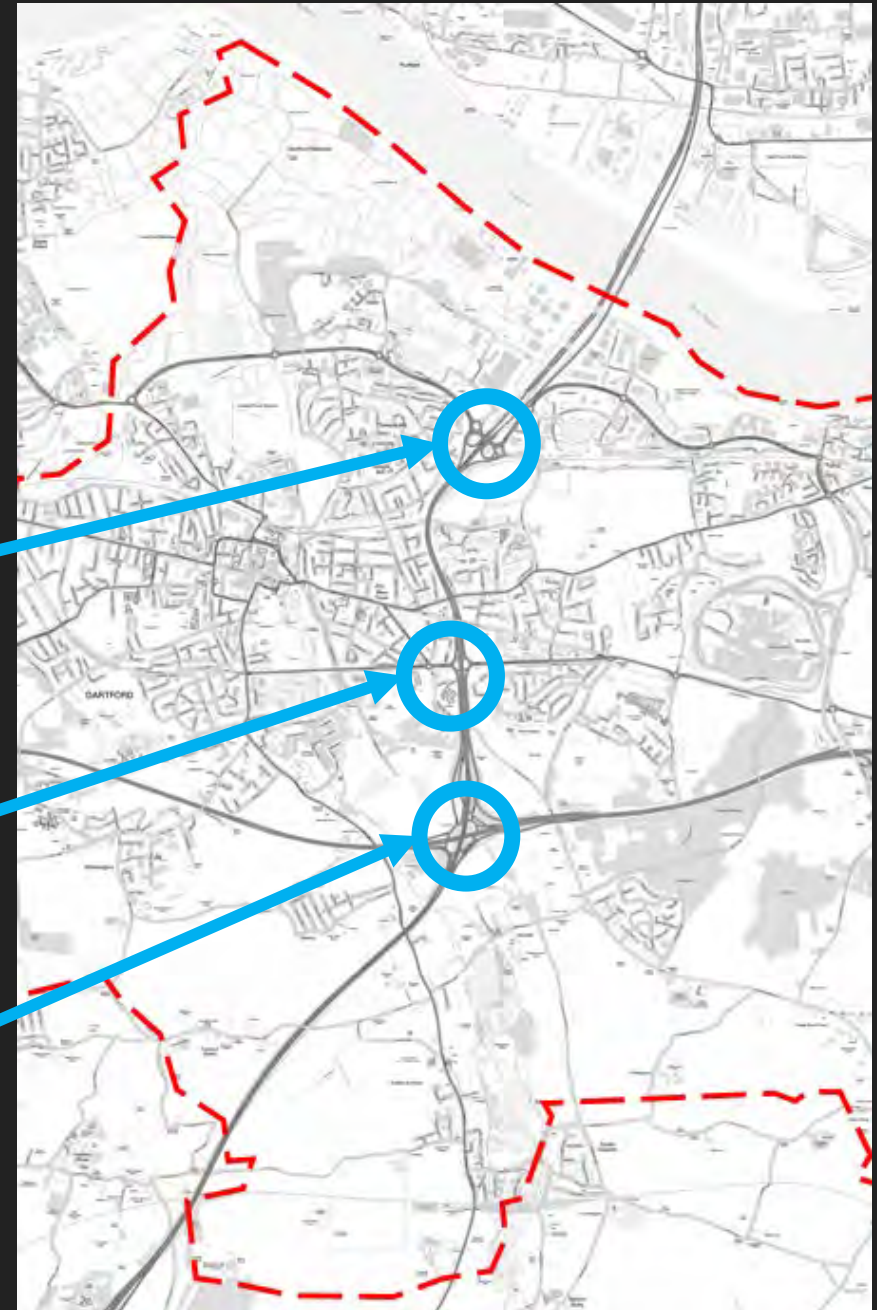
- Detailed modelling required as development comes forward (for Reference Case and Local Plan Scenario)

Junction 1b

- Junction predicted to work within capacity with Local Plan implemented.

Junction 2

- Junction may require assessment as Local Plan comes forward (southbound entry slip)



Stage 3 – Local Plan scenario

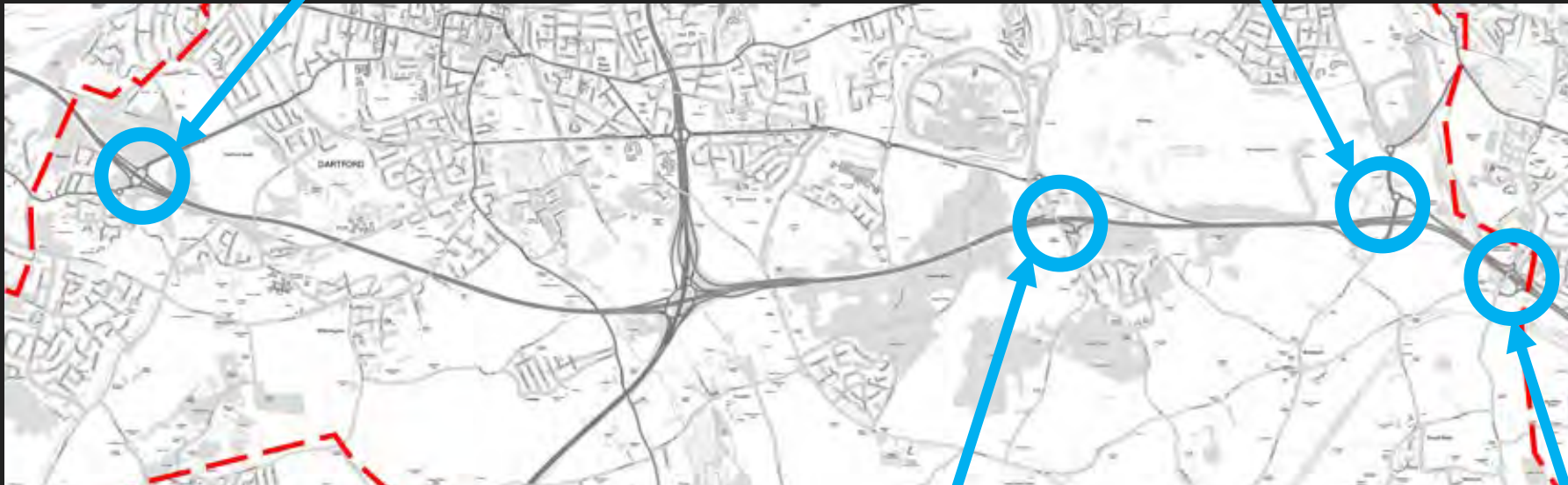
- Strategic Road Network (A2)

A2 / A2018

- Detailed modelling may be required as development comes forward (for Reference Case and Local Plan Scenario)

A2 Ebbsfleet

- Development access will be designed appropriately so no issues expected in practise.



A2 Bean

- Detailed modelling may be required as development comes forward (for Reference Case and Local Plan Scenario) – south roundabout

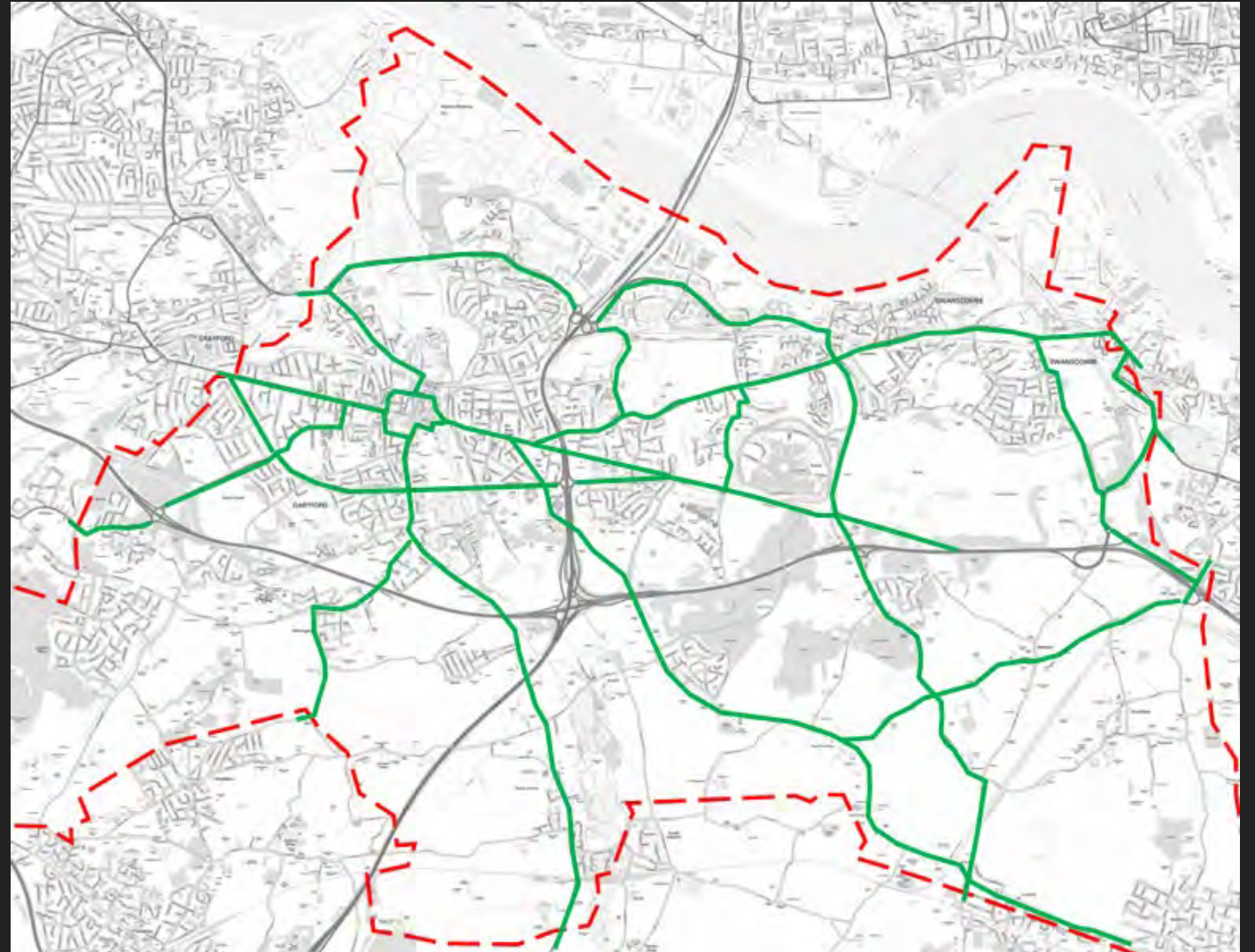
A2 Pepper Hill

- Junction predicted to work within capacity with Local Plan implemented.



Stage 3 – Local Plan scenario

- Local Road Network assessed
- All A road B roads in the LTAM model





Stage 3 – Local Plan scenario

- Takes on board KCC comments
- Rather than overall V/C node based data, V/C turn data is assessed
- Performance categories based upon V/C performance for turns

- **Category 1** - Junction / Node experiences a V/C statistic of less than 100% on all turning movements. At this level of V/C all turning movements are predicted to be operating within capacity and hence the junction is expected to operate without significant capacity issues.
- **Category 2** - Junction / Node experiences a V/C statistic in excess of 100% on up to 2 turning movements. At this level of V/C the junction is expected to be operating within capacity on the majority of arms, but may experience capacity issues on individual movements.
- **Category 3** - Junction / Node experiences a V/C statistic in excess of 100% on up to 4 turning movements. At this level of V/C the junction is likely to exceed desirable capacity parameters on at least one arm, and potentially more, and hence experience notable capacity issues.
- **Category 4** - Junction / Node experiences a V/C statistic in excess of 100% on more than 4 turning movements. At this level of V/C the junction is likely to exceed desirable capacity parameters on multiple arms and experience significant capacity issues.

Stage 3 – Local Plan scenario

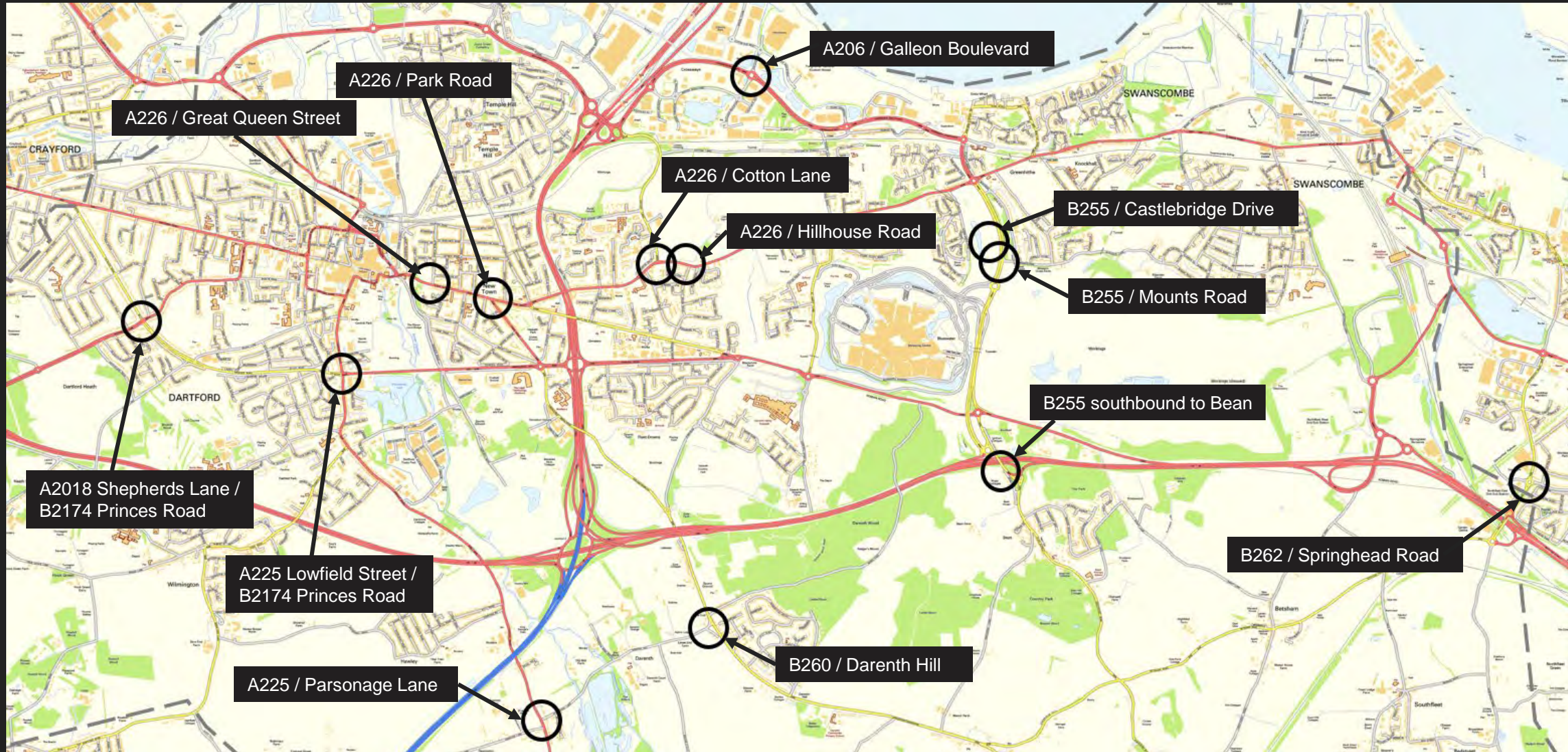
- Comparison matrix
 - This indicates whether Local Plan likely to have an effect
 - It considers whether additional modelling required
 - It can inform whether mitigation may be required

		Local Plan category			
		1	2	3	4
Reference Case category	1	No	Possible	Likely	Likely
	2	No	Unlikely	Possible	Likely
	3	No	No	Unlikely	Possible
	4	No	No	No	Possible

		Local Plan category			
		1	2	3	4
Reference Case category	1	No significant impact predicted from Local Plan. No further modelling assessment required.	Local Plan predicted to have an impact, but generally the junction still operates within desirable capacity parameters. Modelling assessment of Local Plan scenario is likely to be required to confirm whether junction operation is acceptable.	Local Plan predicted to have an impact. Modelling assessment of Local Plan scenario is required to confirm junction operation and whether Local Plan mitigation required.	Local Plan predicted to have an impact. Modelling assessment of Local Plan scenario is required to confirm junction operation and whether Local Plan mitigation required.
	2	Local Plan predicted to benefit junction operation. Modelling assessment of Reference Case scenario is likely to be required to confirm whether junction operation is acceptable.	No significant impact predicted from Local Plan. Modelling assessment of Reference Case and Local Plan scenario is likely to be required to confirm whether junction operation is acceptable.	Local Plan predicted to have an impact. Modelling assessment of Reference Case scenario is likely to be required to confirm whether junction operation is acceptable. Modelling assessment of Local Plan scenario is required to confirm junction operation and whether Local Plan mitigation required.	Local Plan predicted to have an impact. Modelling assessment of Reference Case scenario is likely to be required to confirm whether junction operation is acceptable. Modelling assessment of Local Plan scenario is required to confirm junction operation and whether Local Plan mitigation required.
	3	Local Plan predicted to benefit junction operation. Modelling assessment of Reference Case scenario is required to confirm whether junction operation is acceptable or requires upgrade works.	Local Plan predicted to benefit junction operation. Modelling assessment of Reference Case scenario is required to confirm whether junction operation is acceptable or requires upgrade works. Modelling assessment of Local Plan scenario is likely to be required to confirm whether junction operation is acceptable or requires upgrade works.	No significant impact predicted from Local Plan. Modelling assessment of Reference Case scenario is required to confirm whether junction operation is acceptable or requires upgrade works. Modelling assessment of Local Plan scenario is required to confirm junction operation and whether Local Plan mitigation required.	Local Plan predicted to have an impact. Modelling assessment of Reference Case scenario is required to confirm whether junction operation is acceptable or requires upgrade works. Modelling assessment of Local Plan scenario is required to confirm junction operation and whether Local Plan mitigation required.
	4	Local Plan predicted to benefit junction operation. Modelling assessment of Reference Case scenario is required to confirm whether junction operation is acceptable or requires upgrade works.	Local Plan predicted to benefit junction operation. Modelling assessment of Reference Case scenario is required to confirm whether junction operation is acceptable or requires upgrade works. Modelling assessment of Local Plan scenario is likely to be required to confirm whether junction operation is acceptable or requires upgrade works.	Local Plan predicted to benefit junction operation. Modelling assessment of Reference Case scenario is required to confirm whether junction operation is acceptable or requires upgrade works. Modelling assessment of Local Plan scenario is required to confirm whether junction operation is acceptable or requires upgrade works.	May be little, or significant, impact predicted from Local Plan. Modelling assessment of Reference Case scenario is required to confirm whether junction operation is acceptable or requires upgrade works. Modelling assessment of Local Plan scenario is required to confirm junction operation and whether Local Plan mitigation required.

Stage 3 – Local Plan scenario

- Local Road Network junctions identified as potentially needing mitigation (possible or above)





Stage 4 – Need for mitigation

- Stage 4 considers the junctions identified in stage 3
- The need for mitigation is considered for the identified junctions
- The Stage 3 work recognises that the strategic modelling would need to be supplemented with detailed modelling



Stage 4 – Need for mitigation

- Strategic Road Network
 - Detailed modelling may be required at a number of junctions as development comes forward
 - A scoping exercise with Highway Officers will need to determine the extent of this as developments come forward
 - Merge and diverge data is also presented in the Stage 4 report as requested by NH



Stage 4 – Need for mitigation

- Strategic Road Network (A282 / M25)

Junction 1a

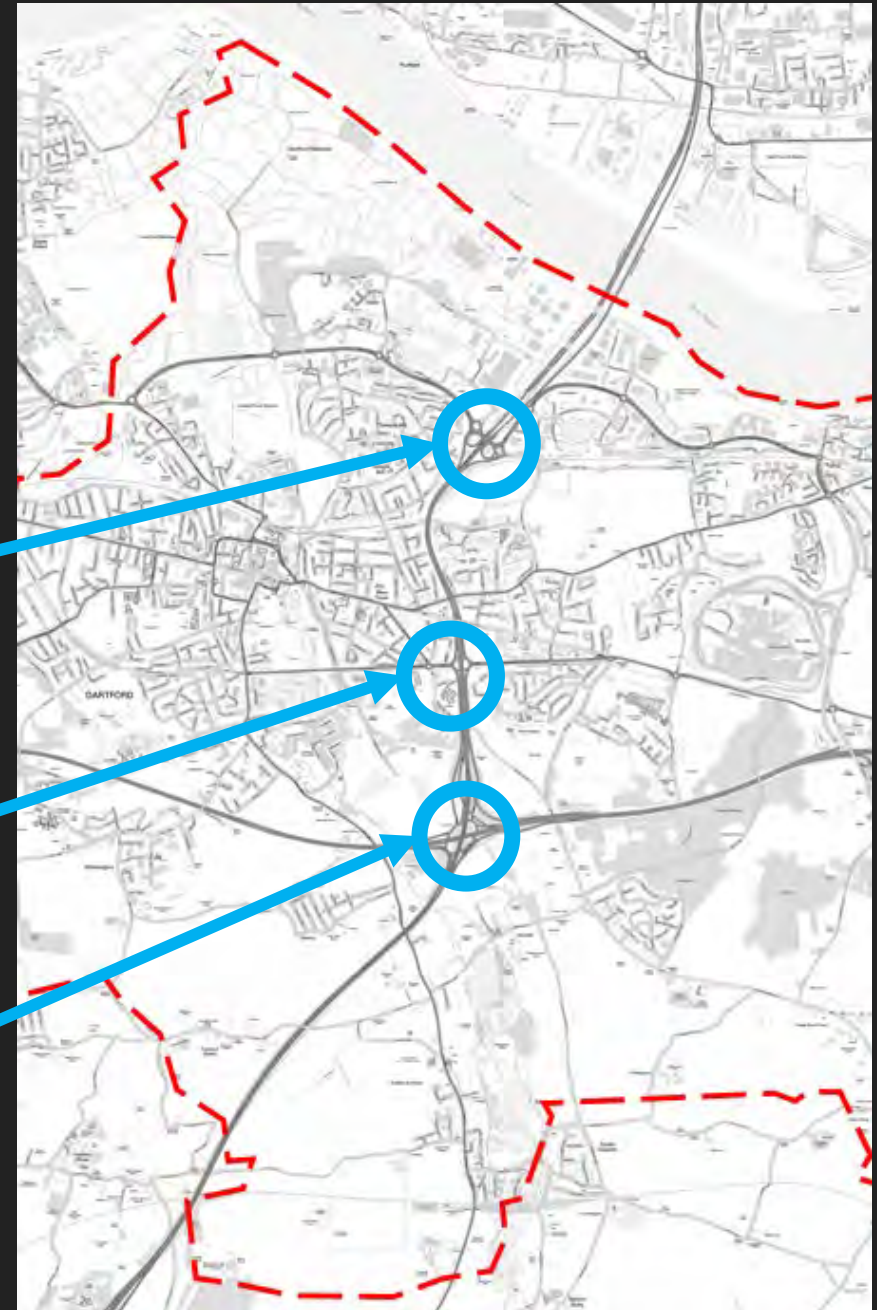
- Detailed modelling required as development comes forward (for Reference Case and Local Plan Scenario)

Junction 1b

- Junction expected to work within capacity with Local Plan implemented.

Junction 2

- Junction may require assessment as Local Plan comes forward (southbound entry slip)



Stage 4 – Need for mitigation

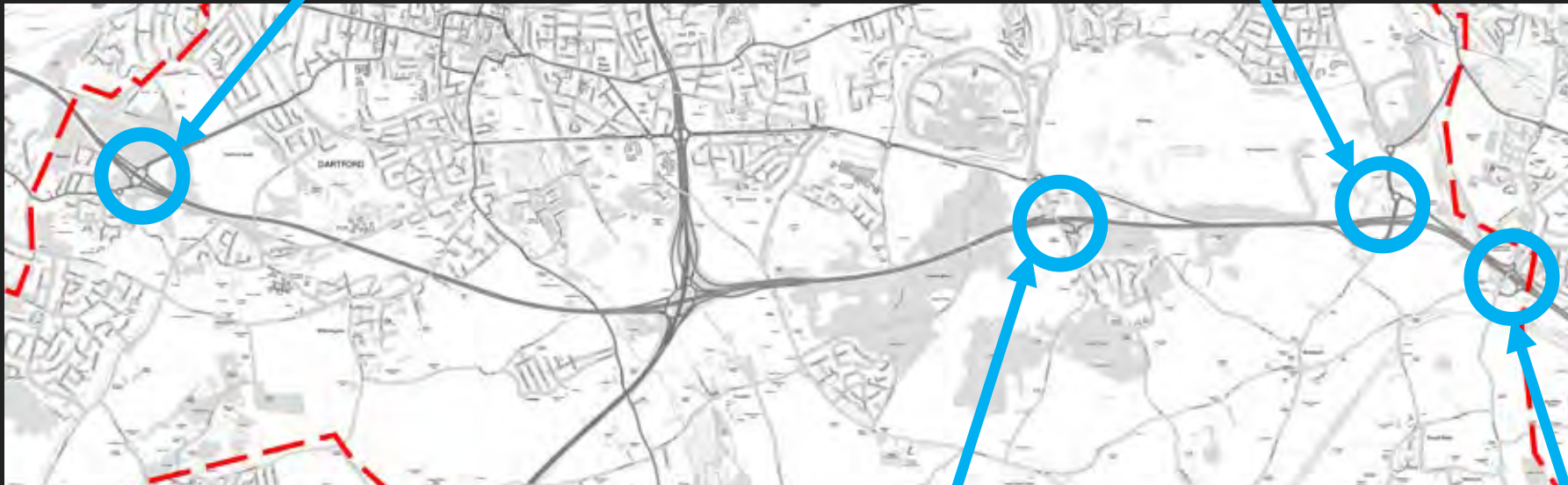
- Strategic Road Network (A2)

A2 / A2018

- Detailed modelling may be required as development comes forward (for Reference Case and Local Plan Scenario)

A2 Ebbsfleet

- Development access will be designed appropriately so no issues expected in practise.



A2 Bean

- Detailed modelling may be required as development comes forward (for Reference Case and Local Plan Scenario) – south roundabout

A2 Pepper Hill

- Junction expected to work within capacity with Local Plan implemented.



Stage 4 – Need for mitigation

- Strategic Road Network (M25 / A282)

Junction 1b

- NB A282 merge – PM “no LTC” scenario changes from D to E when the Local Plan is implemented.
- SB A282 diverge – PM “with LTC” scenario changes from A to C when the Local Plan is implemented.



Junction 1a

- Inclusion of the Local Plan does not alter the layout category when compared to the Reference Case for any merges or diverges



Junction 2

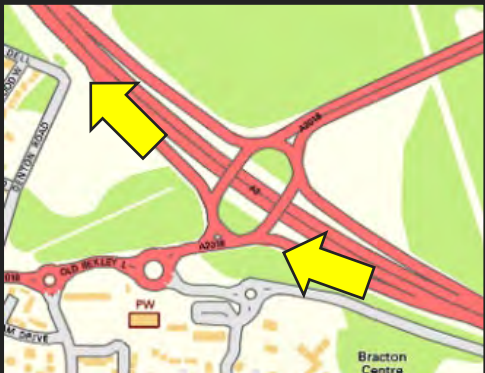
- SB M25 merge - AM “no LTC” scenario changes from F to “Exceeds” when the Local Plan is implemented
- SB M25 diverge – PM “with LTC” scenario changes from C to A when the Local Plan is implemented.





Stage 4 – Need for mitigation

- Strategic Road Network (A2)



A2 / A2018

- WB A2 merge – PM “with LTC” scenario changes from D to A when the Local Plan is implemented.
- WB A2 diverge – PM “with LTC” scenario changes from C to A when the Local Plan is implemented.

A2 Bean

- EB A2 merge – AM “with LTC” scenario changes from A to B when the Local Plan is implemented.
- EB A2 diverge - AM “no LTC” scenario changes from C to D when the Local Plan is implemented. AM “with LTC” scenario changes from C to D when the Local Plan is implemented.
- WB A2 diverge - AM “no LTC” scenario changes from B to “Exceeds” when the Local Plan is implemented.



A2 Pepper Hill

- WB A2 merge – PM “with LTC” scenario changes from D to A when the Local Plan is implemented.
- WB A2 diverge – PM “with LTC” scenario changes from C to A when the Local Plan is implemented.

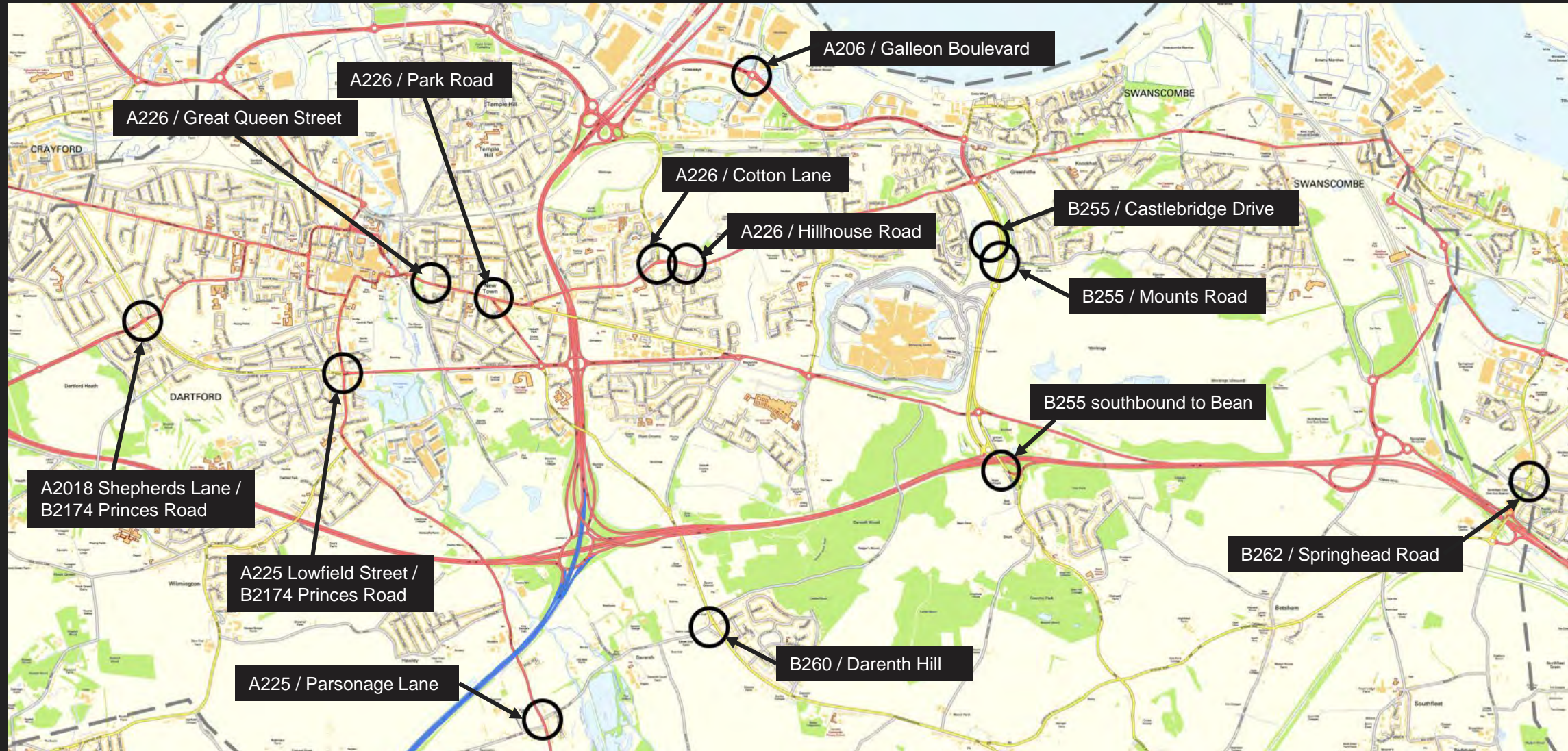


A2 Ebbsfleet

- WB A2 merge – PM “with LTC” scenario changes from E to “Exceeds” when the Local Plan is implemented.

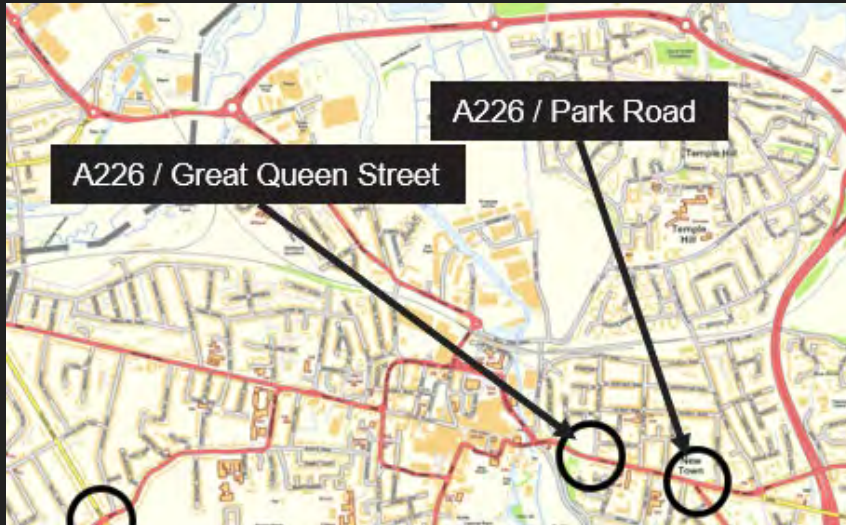
Stage 4 – Need for mitigation

- Local Road Network



Stage 4 – Need for mitigation

- Local Road Network



- A226 / Great Queen Street

- Great Queen Street is a constrained side road and there is little prospect of achieving capacity upgrades.
- Possible LTAM route assignment issue.
- Detailed consideration of this junction to be given by TAs supporting future planning applications.

- A226 / Park Road

- Increased Entry Width on Park Road
- Increased Entry Width on East Hill
- Increased Flare Length on The Brent





Stage 4 – Need for mitigation

- Local Road Network

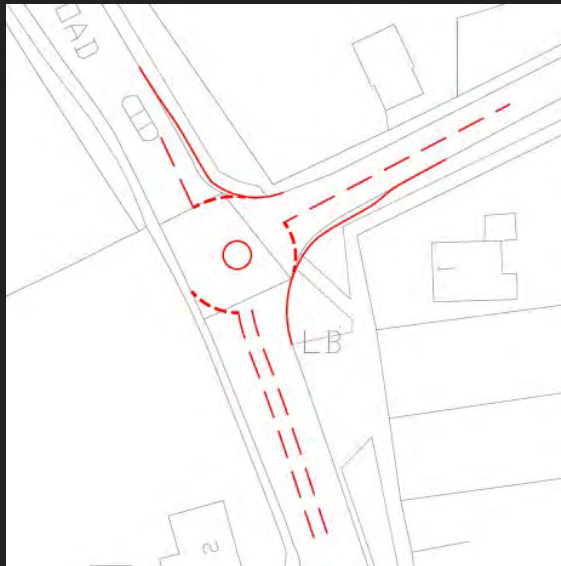
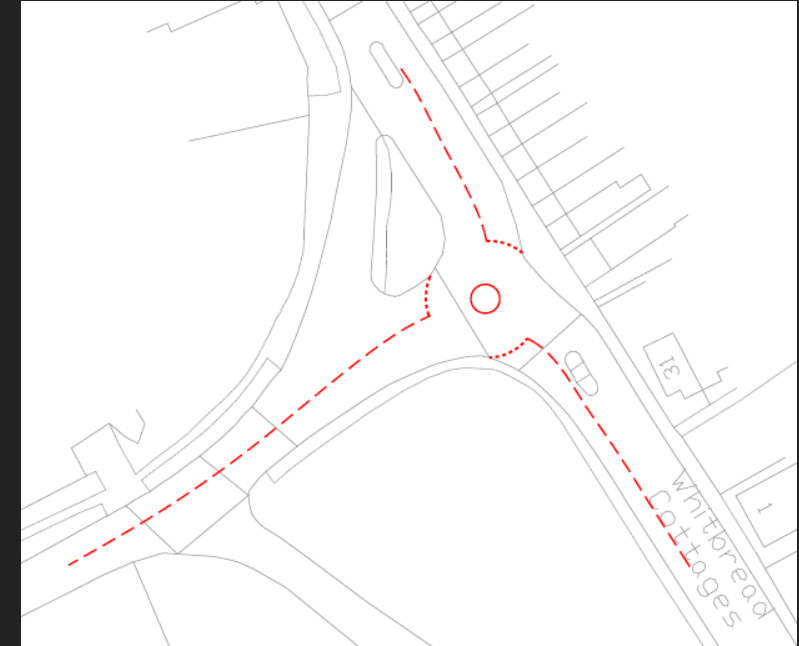


- A225 Lowfield Street / B2174 Princes Road
 - Update of signal timings required (optimisation)
- A2018 / Shepherds Lane / B2174 Princes Road
 - Update of signal timings required (optimisation)



Stage 4 – Need for mitigation

- Local Road Network



- A225 / Parsonage Lane

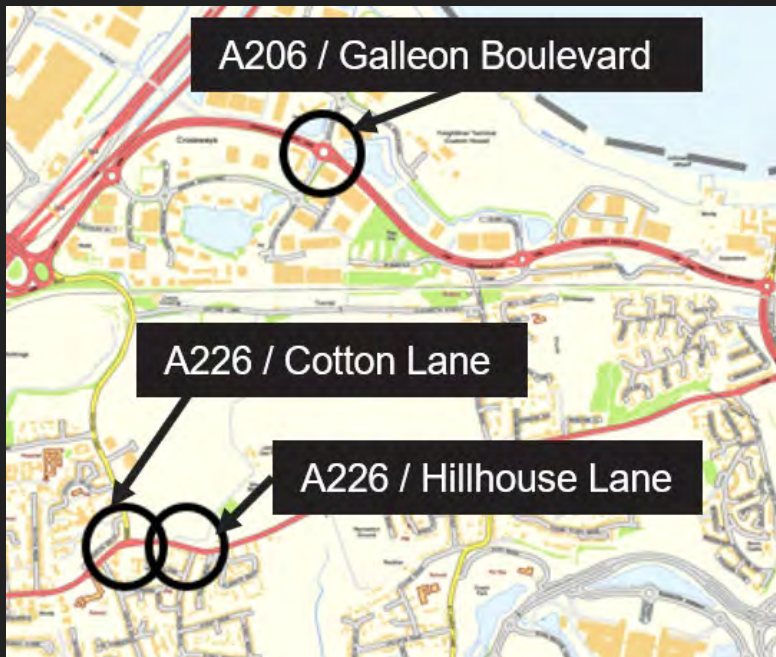
- Increased Flare and Entry Width on A225 (N)
- Increased Flare and Entry Width on Parsonage Lane
- Increased Flare and Entry Width on A225 (S)

- B260 / Darenth Hill

- Increased Flare and Entry Width on B260
- Increased Entry Width on B260 (S)
- Increased Entry Width on Darenth Hill

Stage 4 – Need for mitigation

- Local Road Network



- A226 / Cotton Lane

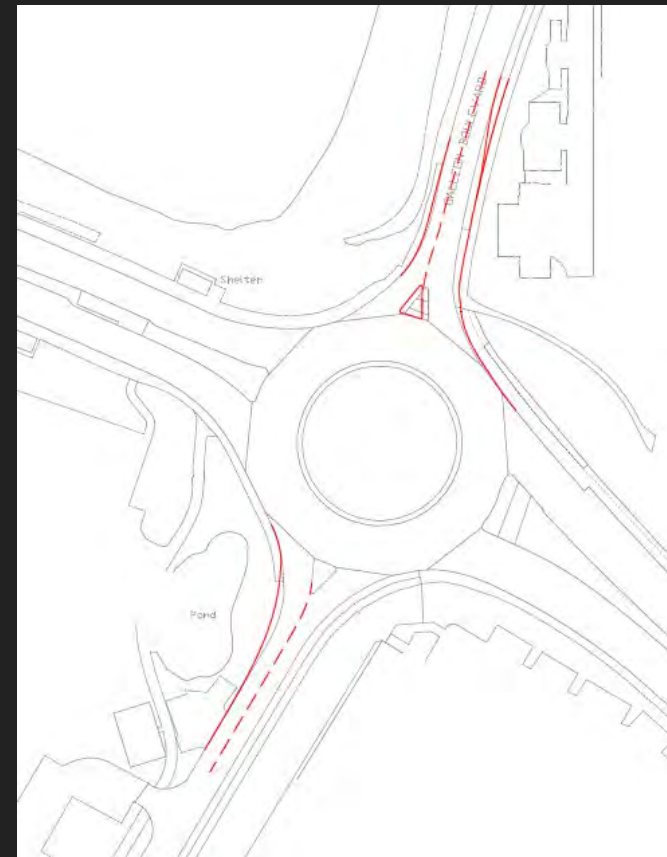
- Update of signal timings required (optimisation)

- A206 / Galleon Boulevard

- Increased Flare and Entry Width on Galleon Blvd (N)
- Increased Flare and Entry Width on Galleon Blvd (S)

- A226 / Hillhouse Road

- Hillhouse Road is a constrained side road and there is little prospect of achieving capacity upgrades.
- Possible LTAM route assignment issue.
- Detailed consideration of this junction to be given by TAs supporting future planning applications.





Stage 4 – Need for mitigation

- Local Road Network



- B255 / Castlebridge Drive

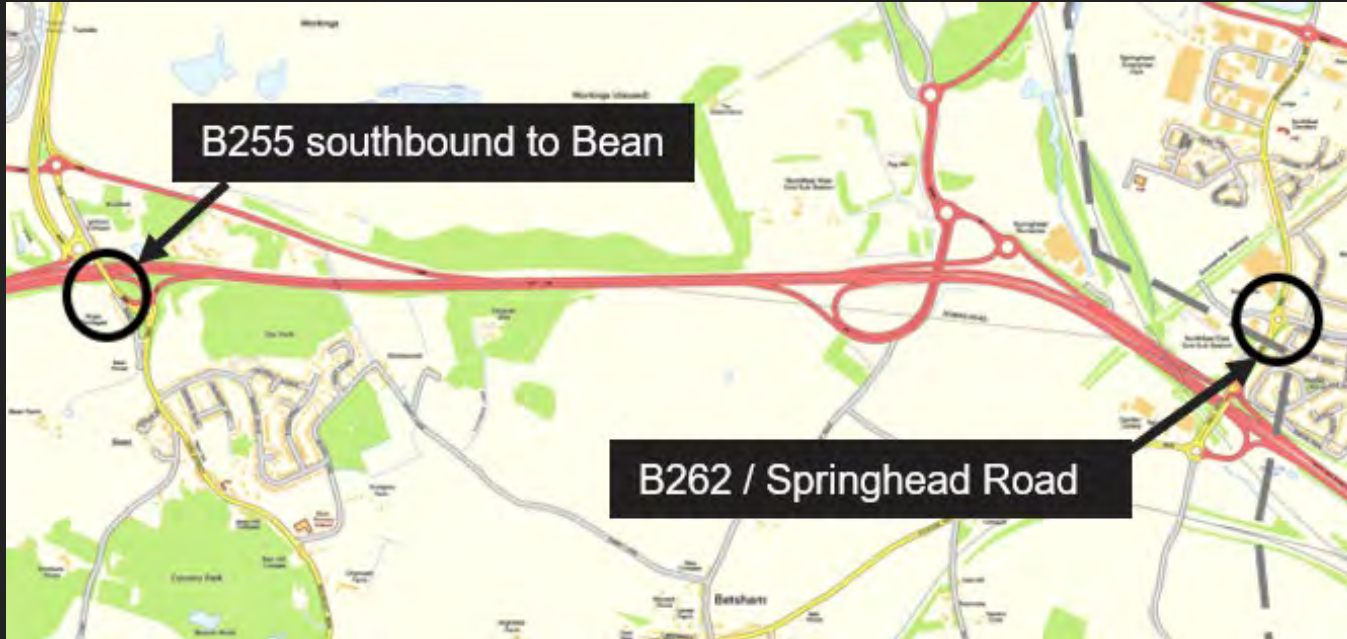
- Update of signal timings required (optimisation)

- B255 / Mounts Road

- Update of signal timings required (optimisation)

Stage 4 – Need for mitigation

- Local Road Network



- B255 southbound to Bean

- Roundabout exit.
- Inclusion of the Local Plan does not alter the layout category when compared to the Reference Case.

- B262 / Springhead Road

- Increased Flare Length on Springhead Road
- Increased Flare Length on Hall Road (E)
- Increased Flare Length on Supermarket access

Stage 4 – Need for mitigation

- Findings on the basis of the strategic modelling completed :
 - Preferred Local Plan scenario unlikely to generally have a significant impact compared to Reference Case.
 - The strategic LTAM model would need to be supplemented with more detailed modelling to confirm whether mitigation is required at specific locations and the extent of that mitigation.
 - More detailed modelling may be necessary at other locations, for example to model possible interaction between junctions or the impact of constraints on the network.
 - Further detailed studies may be necessary to demonstrate ability to serve Reference Case and Local Plan scenarios for :
 - M25 (A282) Junction 1a
 - A2 / A2018 junction
 - A2 Bean Interchange
 - The review of the merge / diverge movements showed limited instances where the layout under Local Plan Preferred scenario may need to change when compared with the Reference Case.

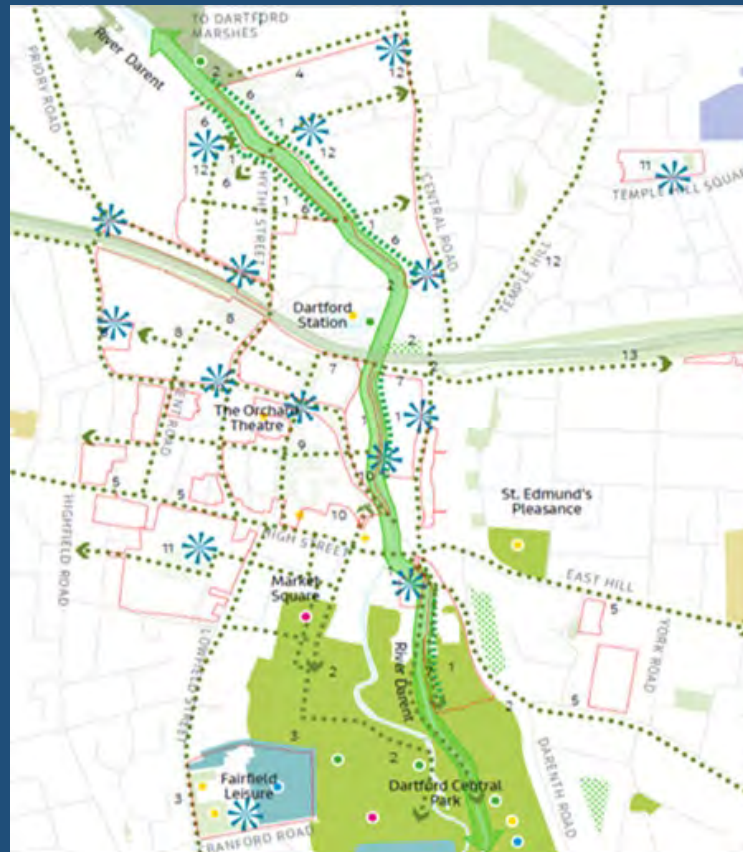
Stage 4 – Need for mitigation

- Findings on the basis of the strategic modelling completed (continued) :
 - The impact of the Local Plan Preferred scenario on junctions identified as being over capacity could be mitigated such that the capacity was improved to that of the Reference Case or better.
 - The exceptions were the A226 / Great Queen Street and A226 / Hillhouse Road junctions where constraints mean that there is little prospect of achieving physical capacity upgrades.
 - The impact of modal shift on the identified junctions on the local road network was not specifically tested, but would have a beneficial effect.
 - The impact of a wider application of modal shift has not been assessed. However, DBC is pursuing a more sustainable approach to development :
 - Through the location of development within the major urban centres of Central Dartford and Ebbsfleet Garden City
 - Through the promotion of a sustainable transport strategy.
 - The application of a wider modal shift, as a result of implementing a Borough wide sustainable transport strategy could have beneficial impacts on junctions approaching capacity and those already identified.



Questions

Questions, Comments, Discussion



Break/ Brake

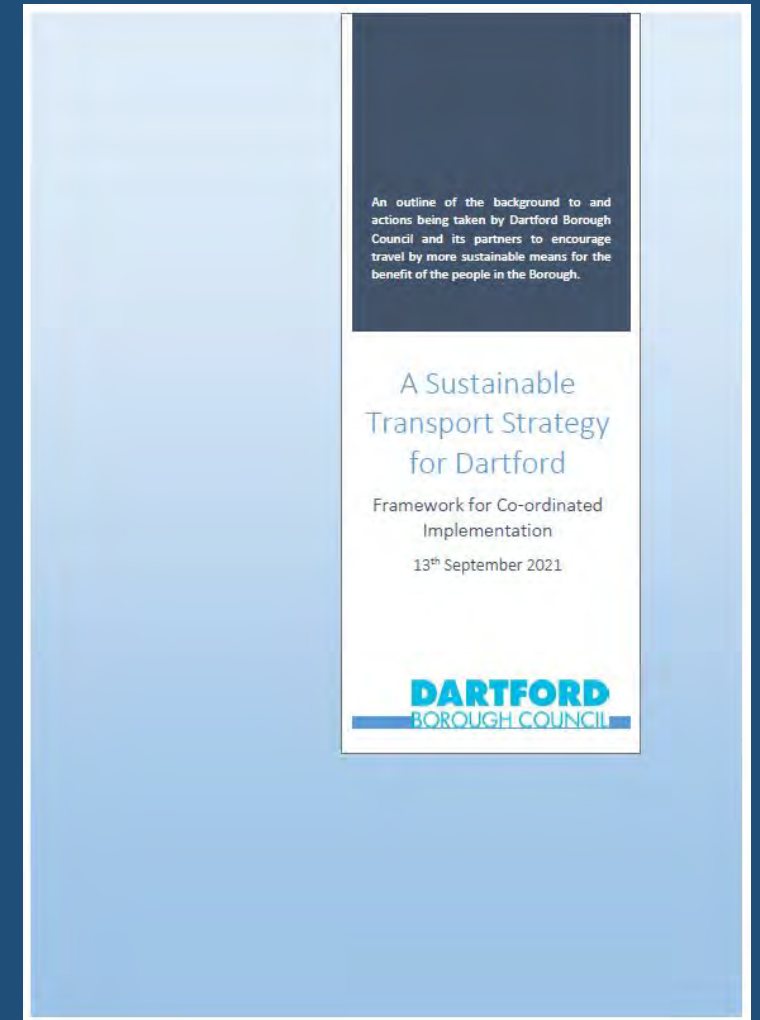


Transport & Planning Update

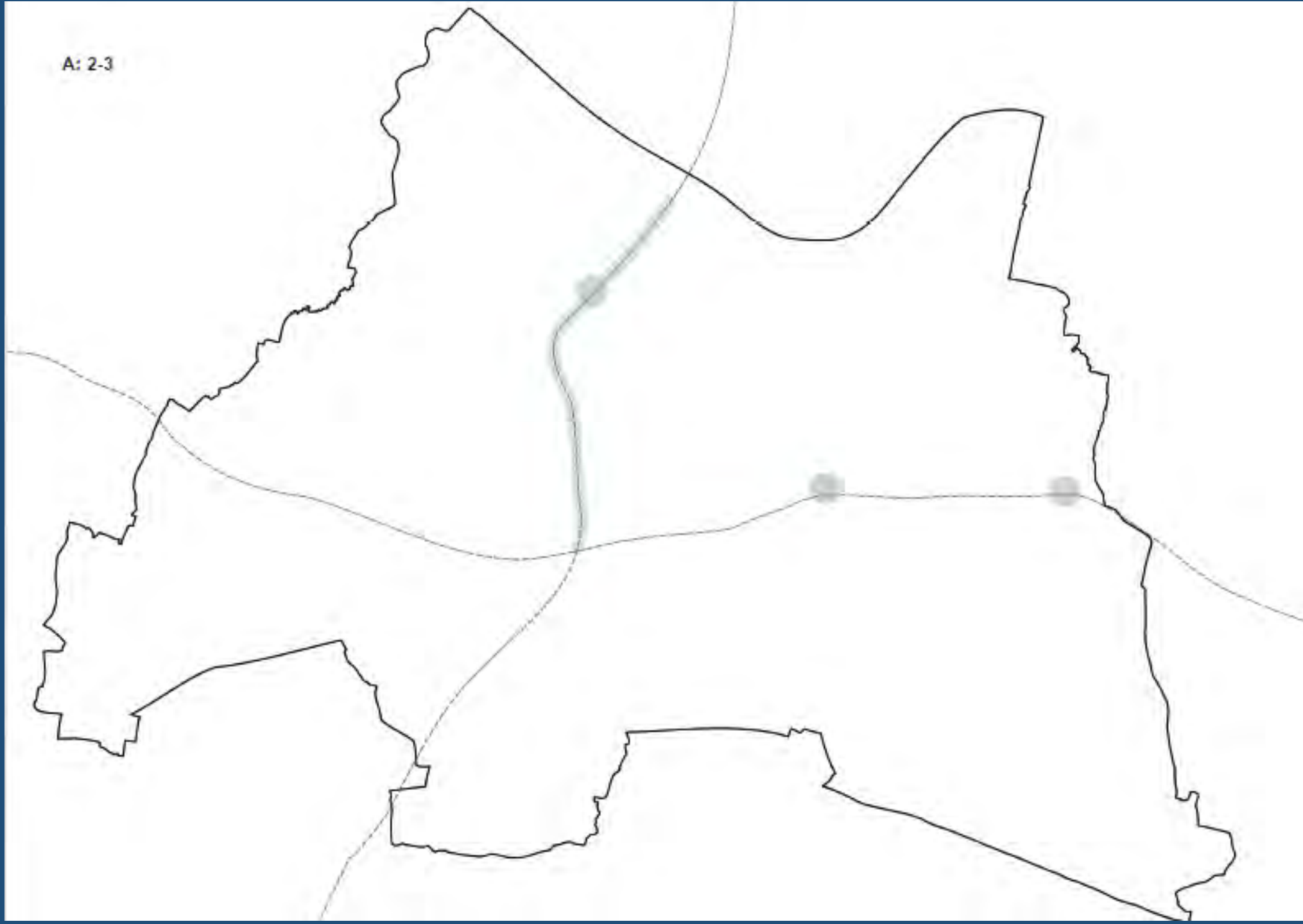
Sustainable Travel Strategy & Next Steps

Moving Forward

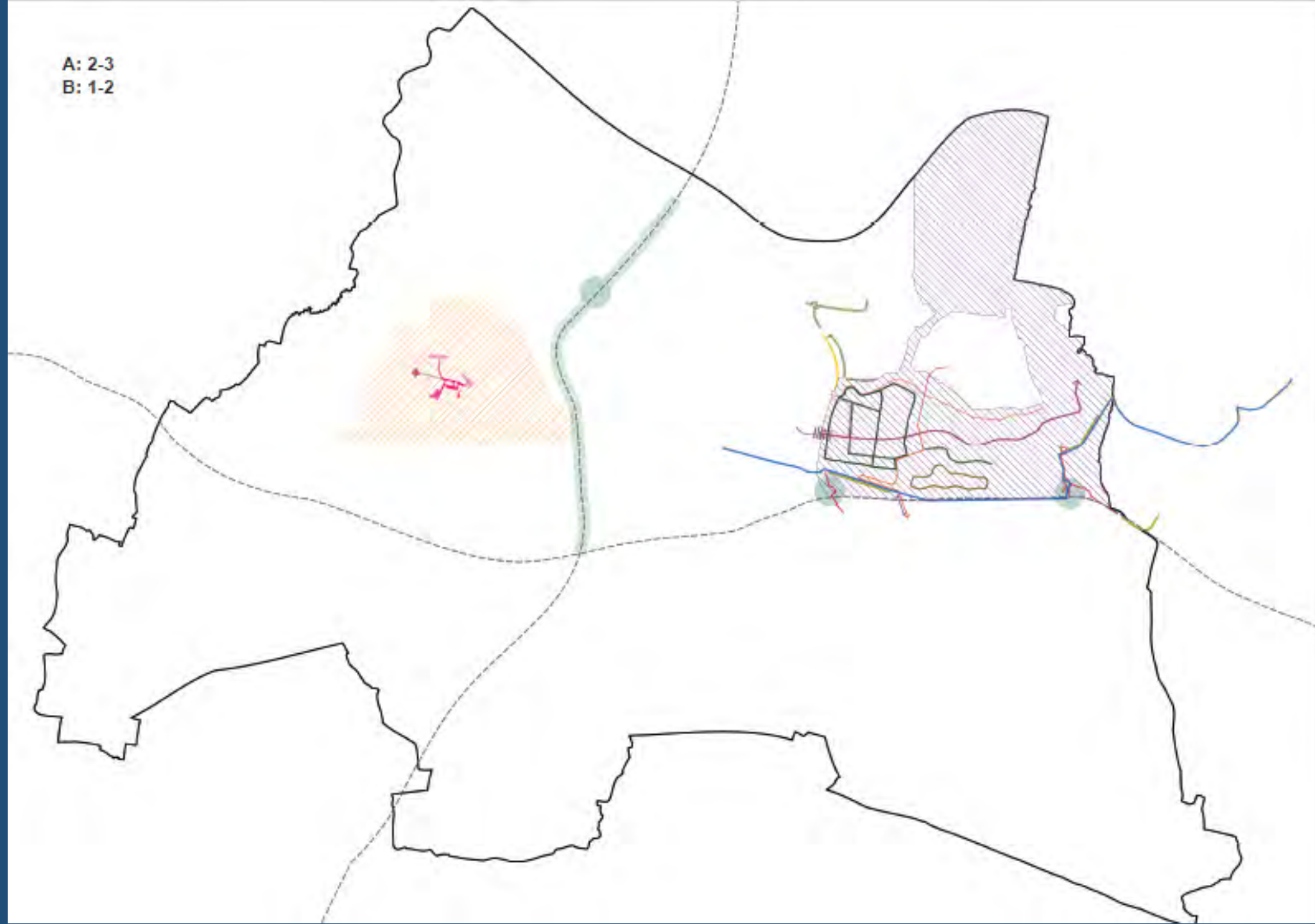
- On-going engagement with key transport infrastructure providers
- Identification of further improvements, means of delivery, funding
- Strategic policy focus to minimise vehicle use and promote more sustainable transport modes
- Dartford Sustainable Transport Strategy
- Framework for other mode specific plans and strategies



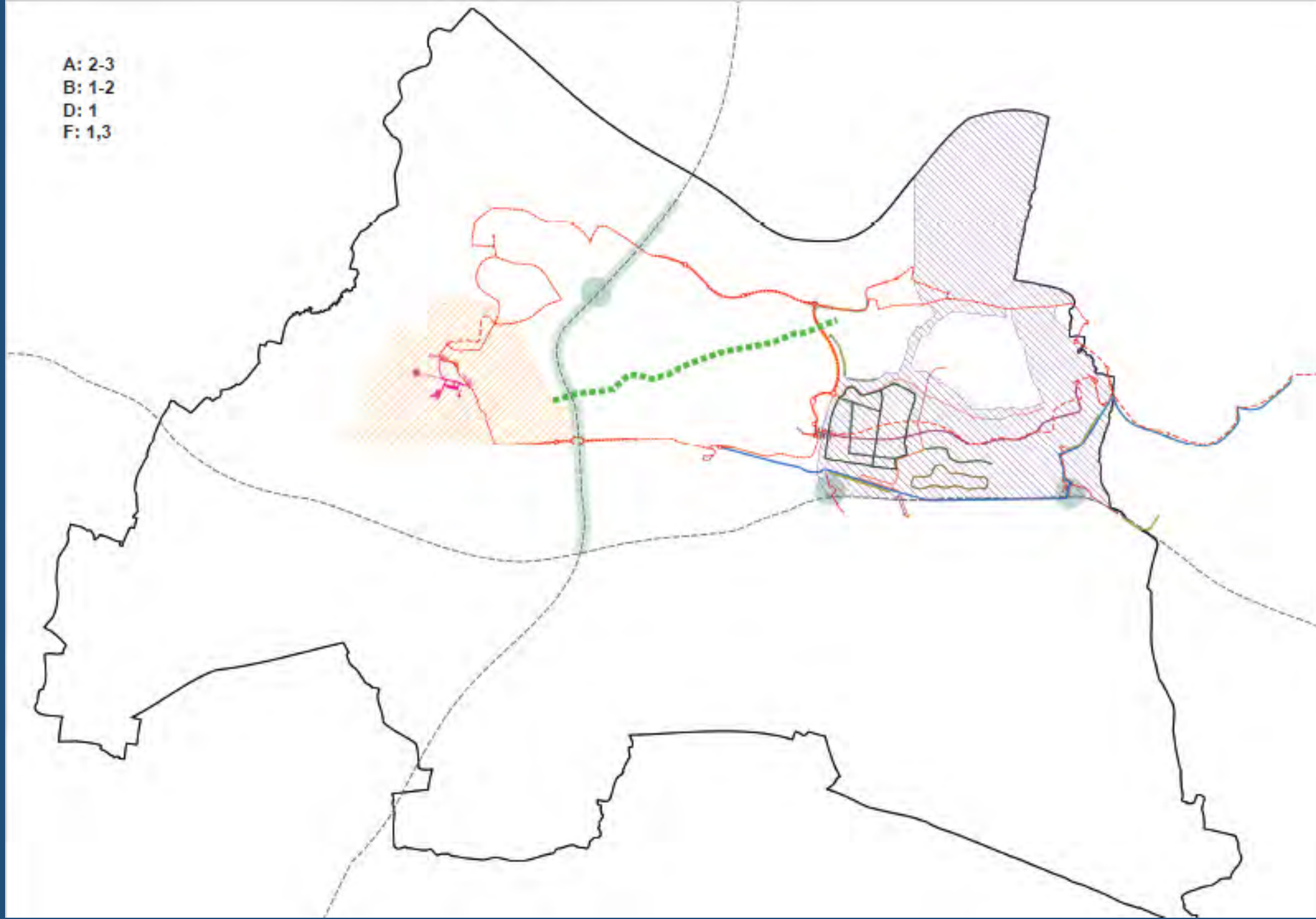
A: 2-3



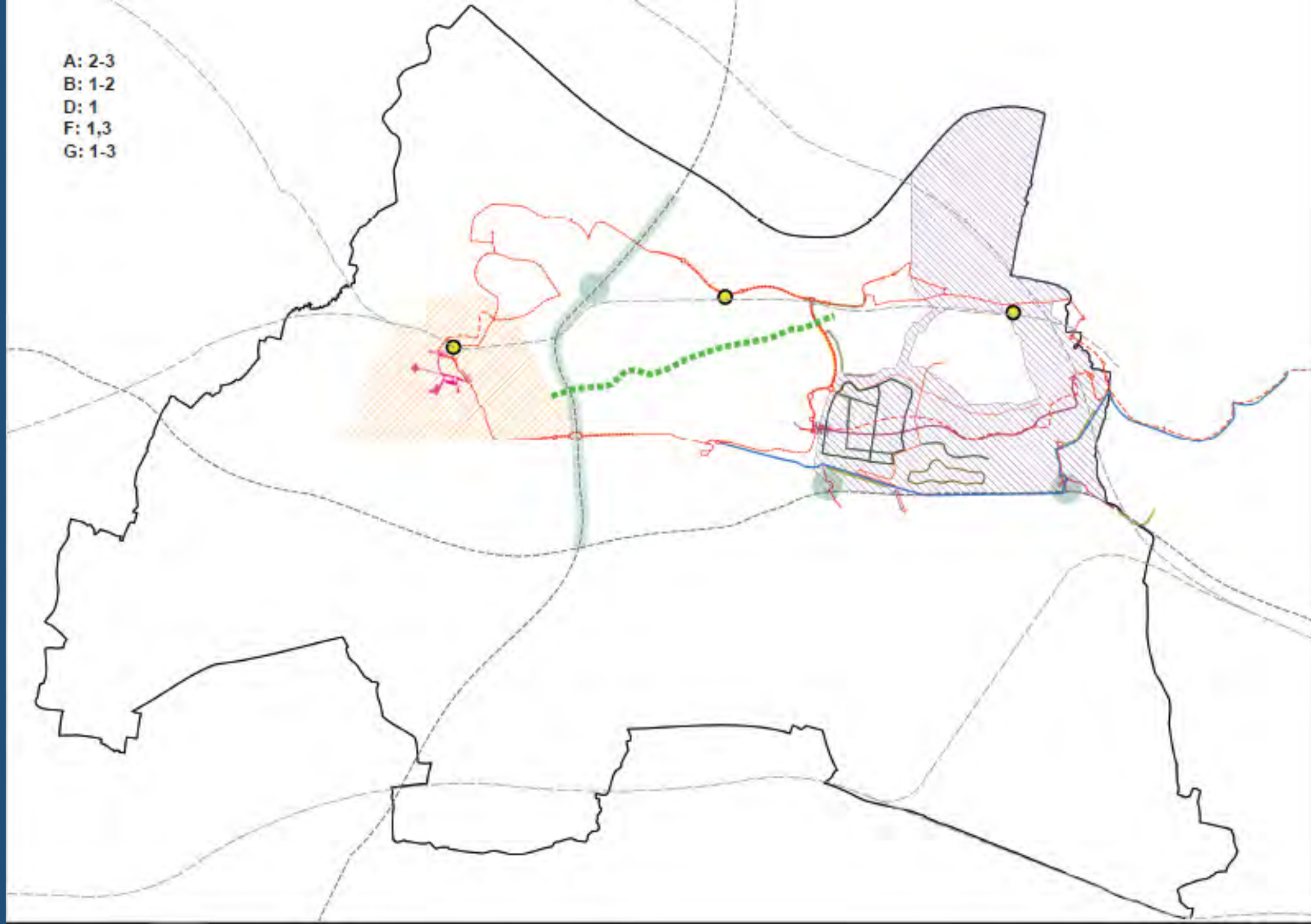
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B: 1-2



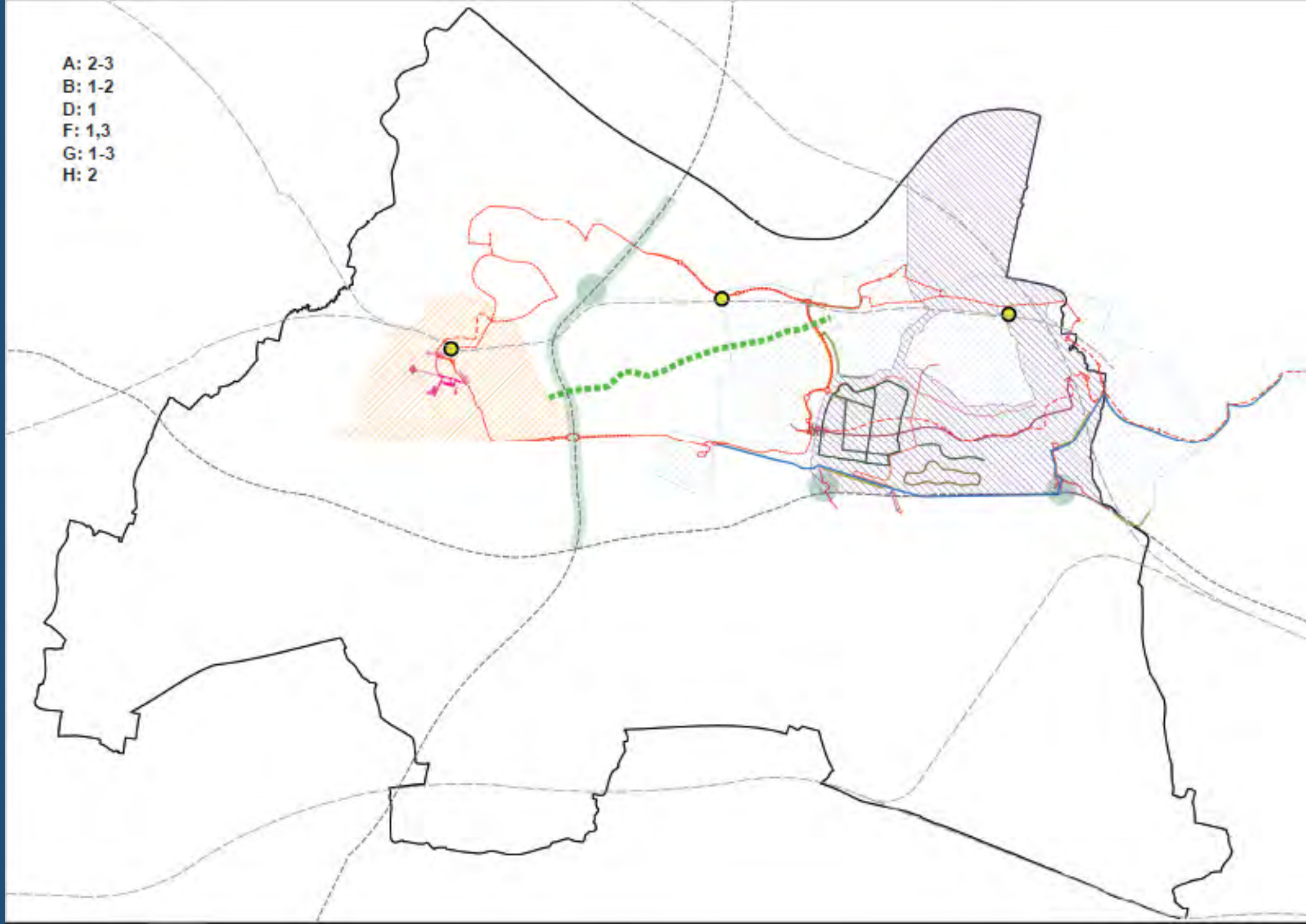
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B: 1-2
D: 1
F: 1,3



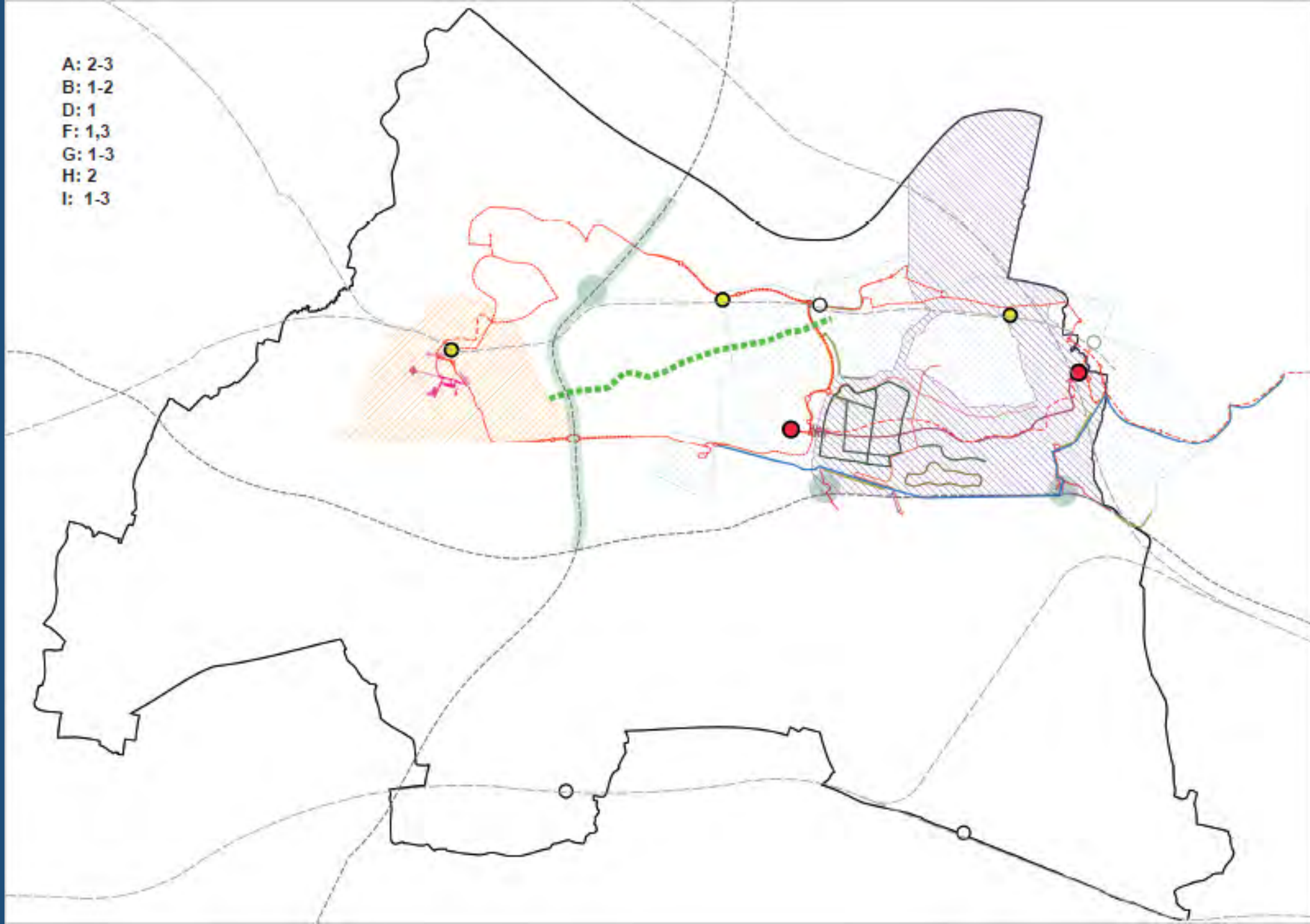
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B: 1-2
D: 1
F: 1,3
G: 1-3



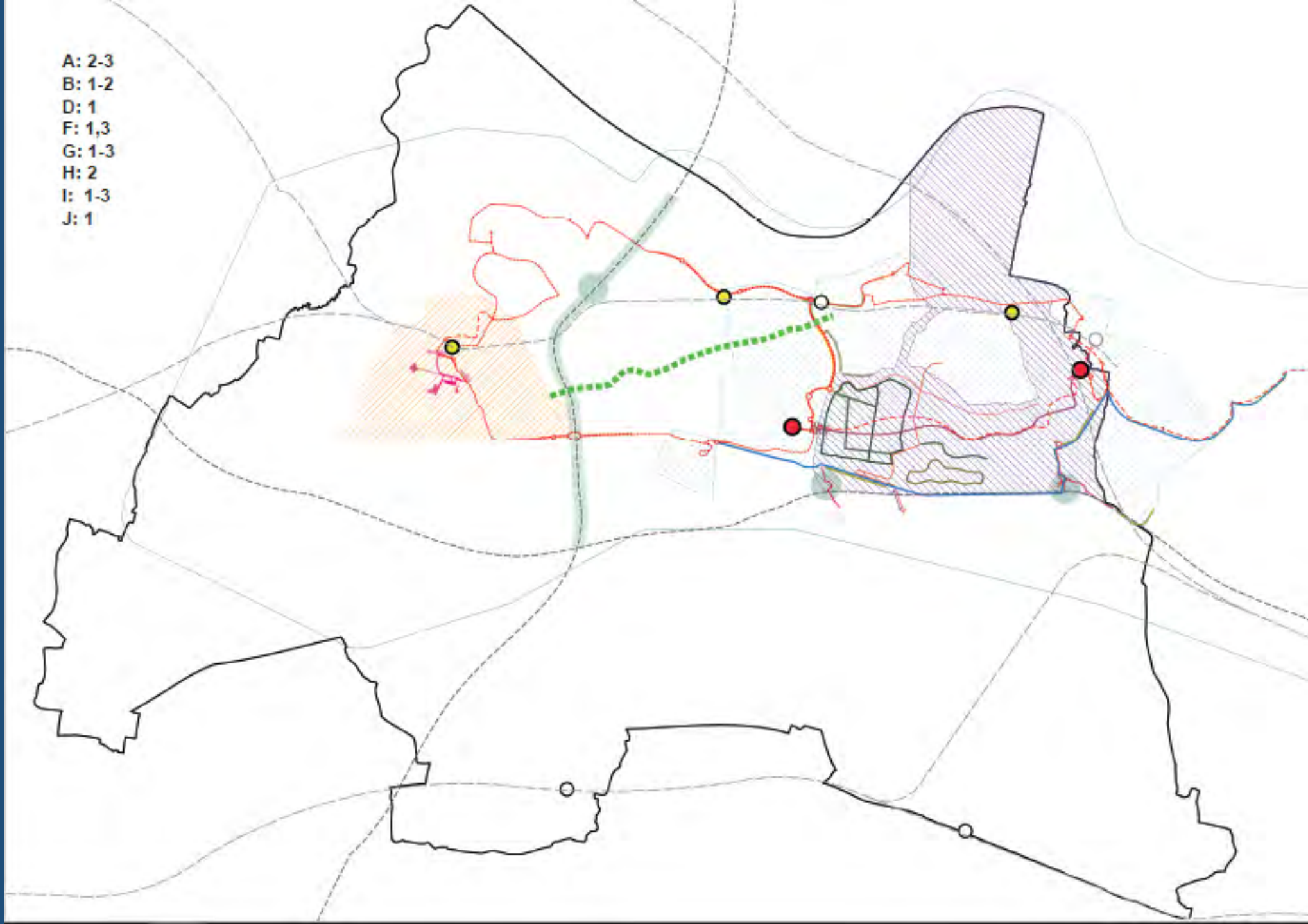
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B: 1-2
D: 1
F: 1,3
G: 1-3
H: 2



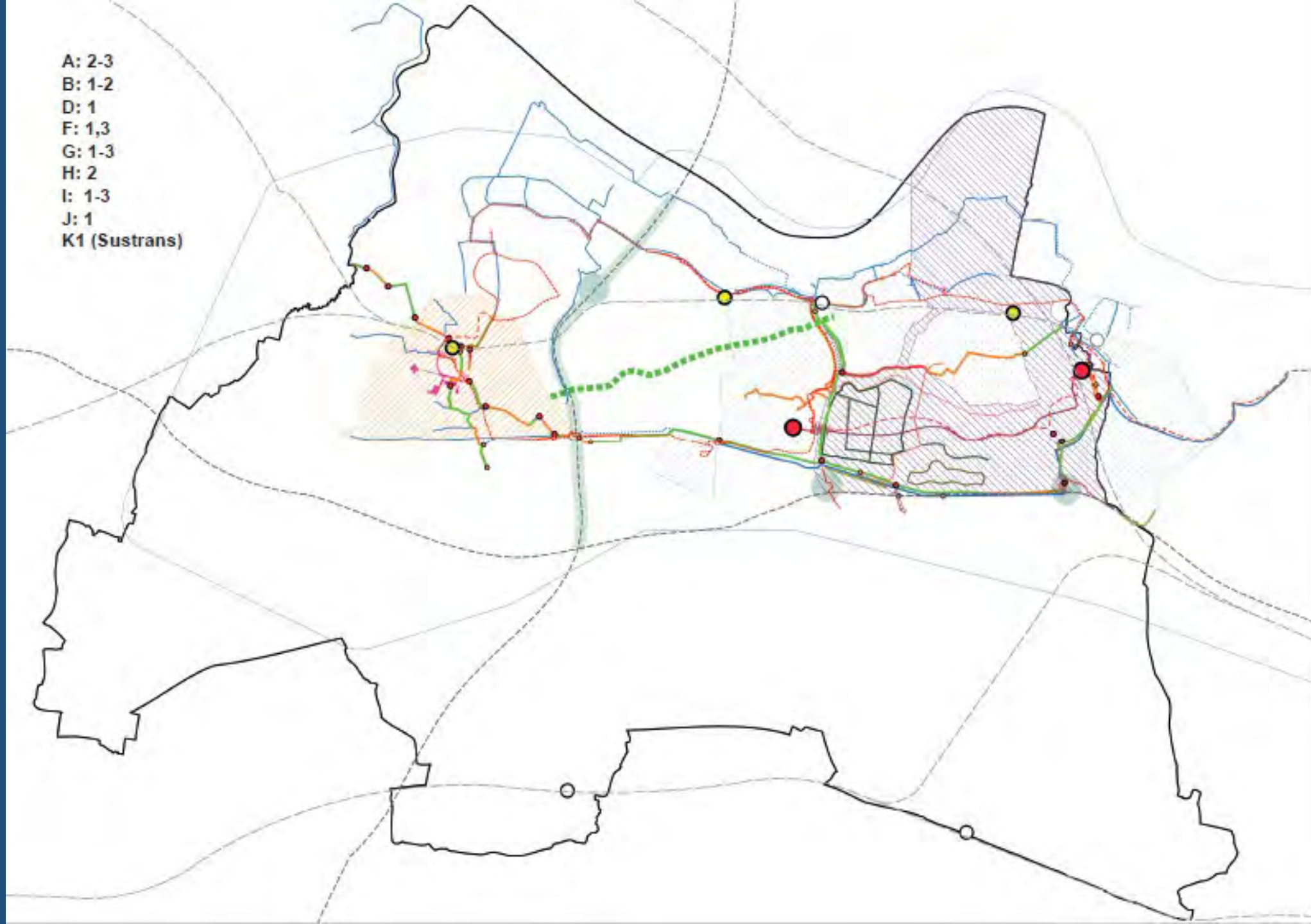
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B: 1-2
D: 1
F: 1,3
G: 1-3
H: 2
I: 1-3



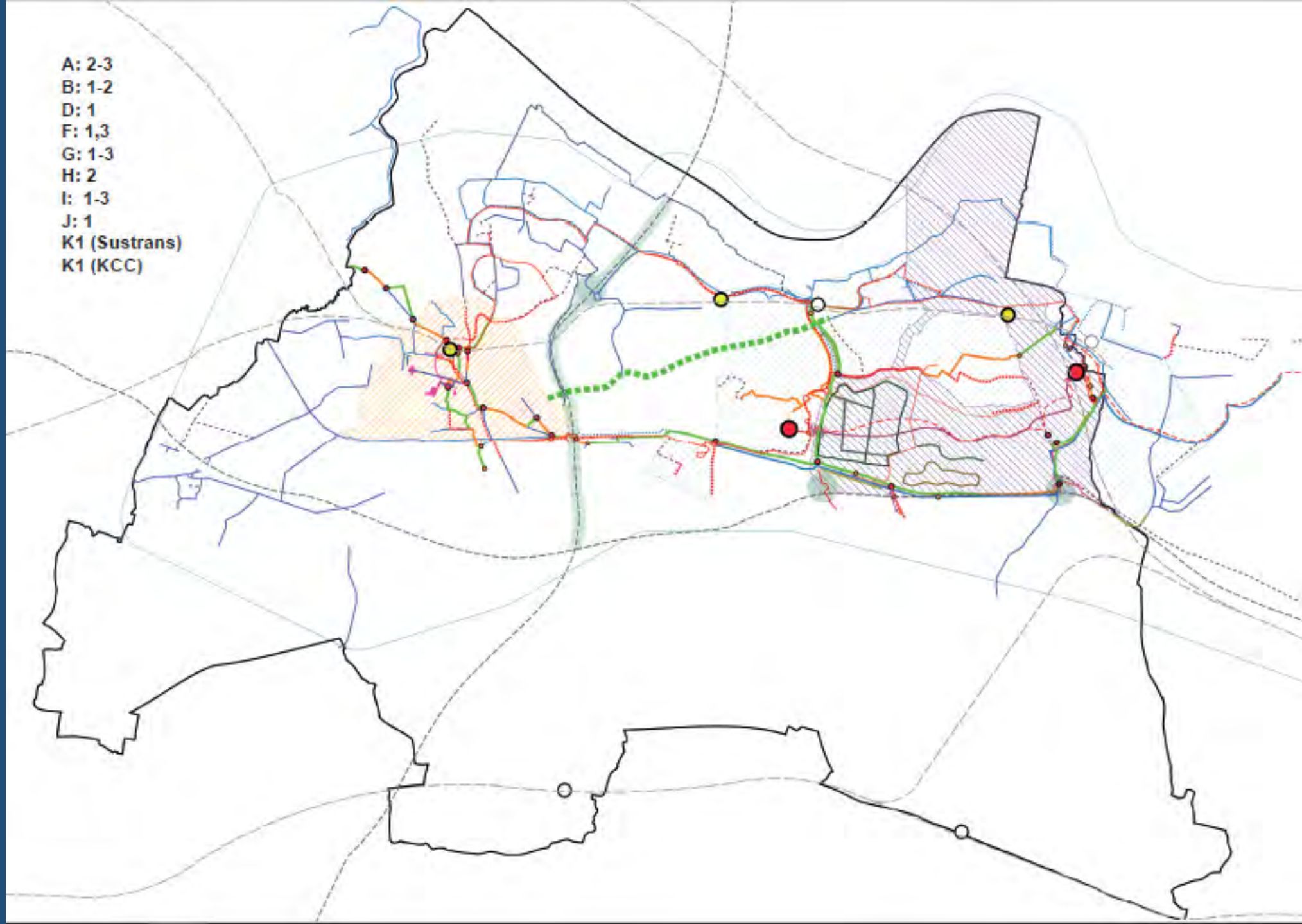
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D: 1
F: 1,3
G: 1-3
H: 2
I: 1-3
J: 1



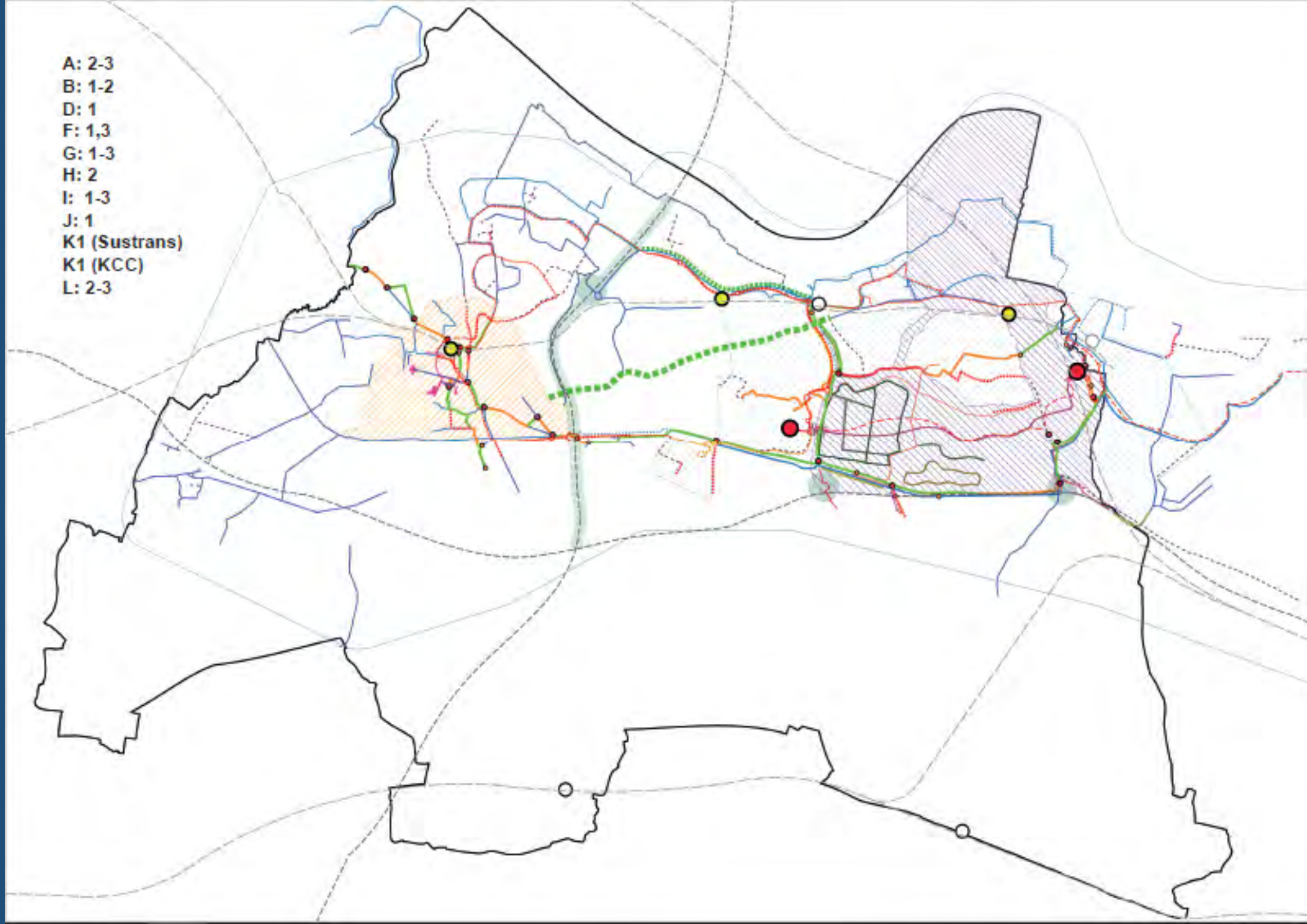
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D: 1
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G: 1-3
H: 2
I: 1-3
J: 1
K1 (Sustrans)



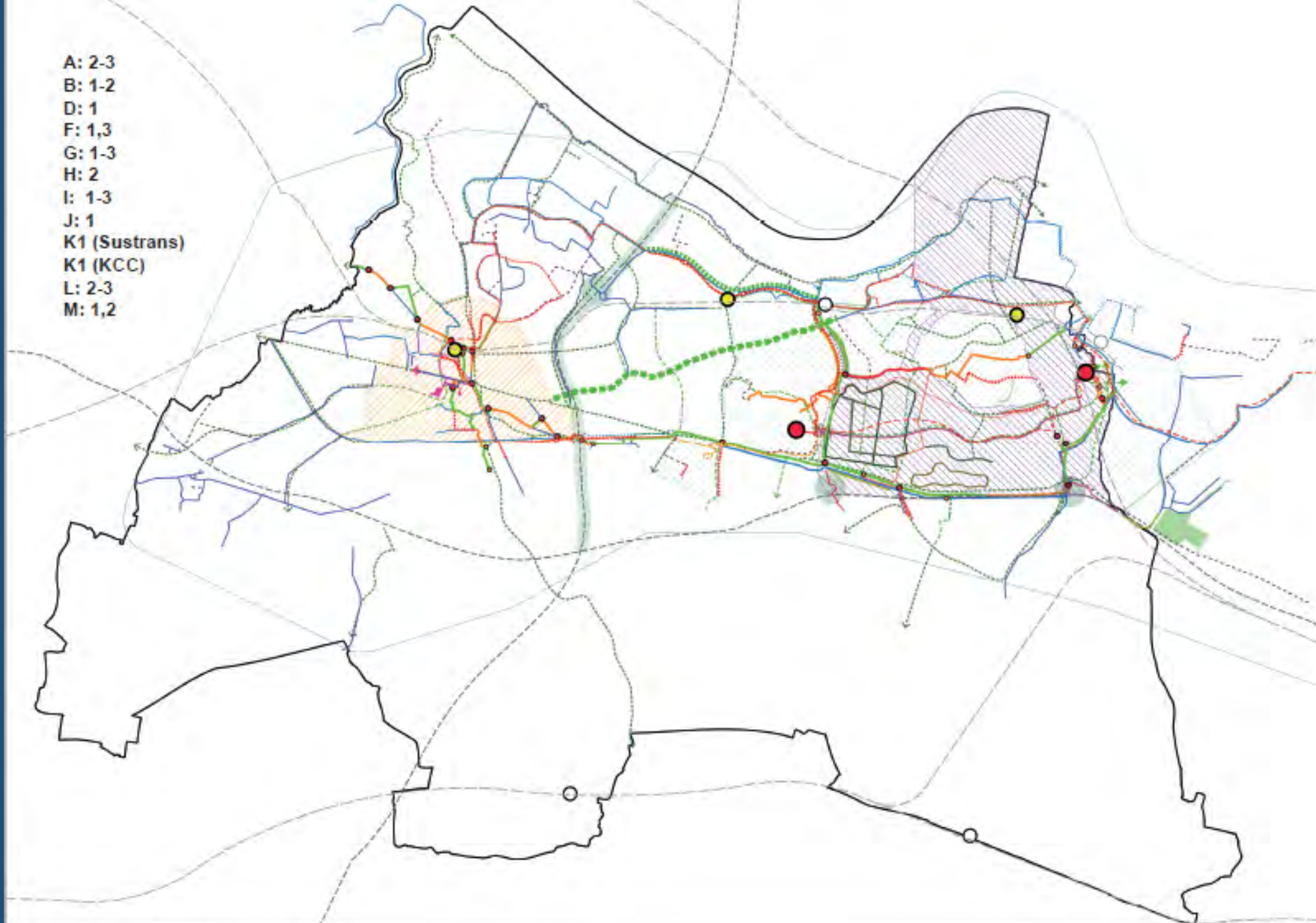
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H: 2
I: 1-3
J: 1
K1 (Sustrans)
K1 (KCC)



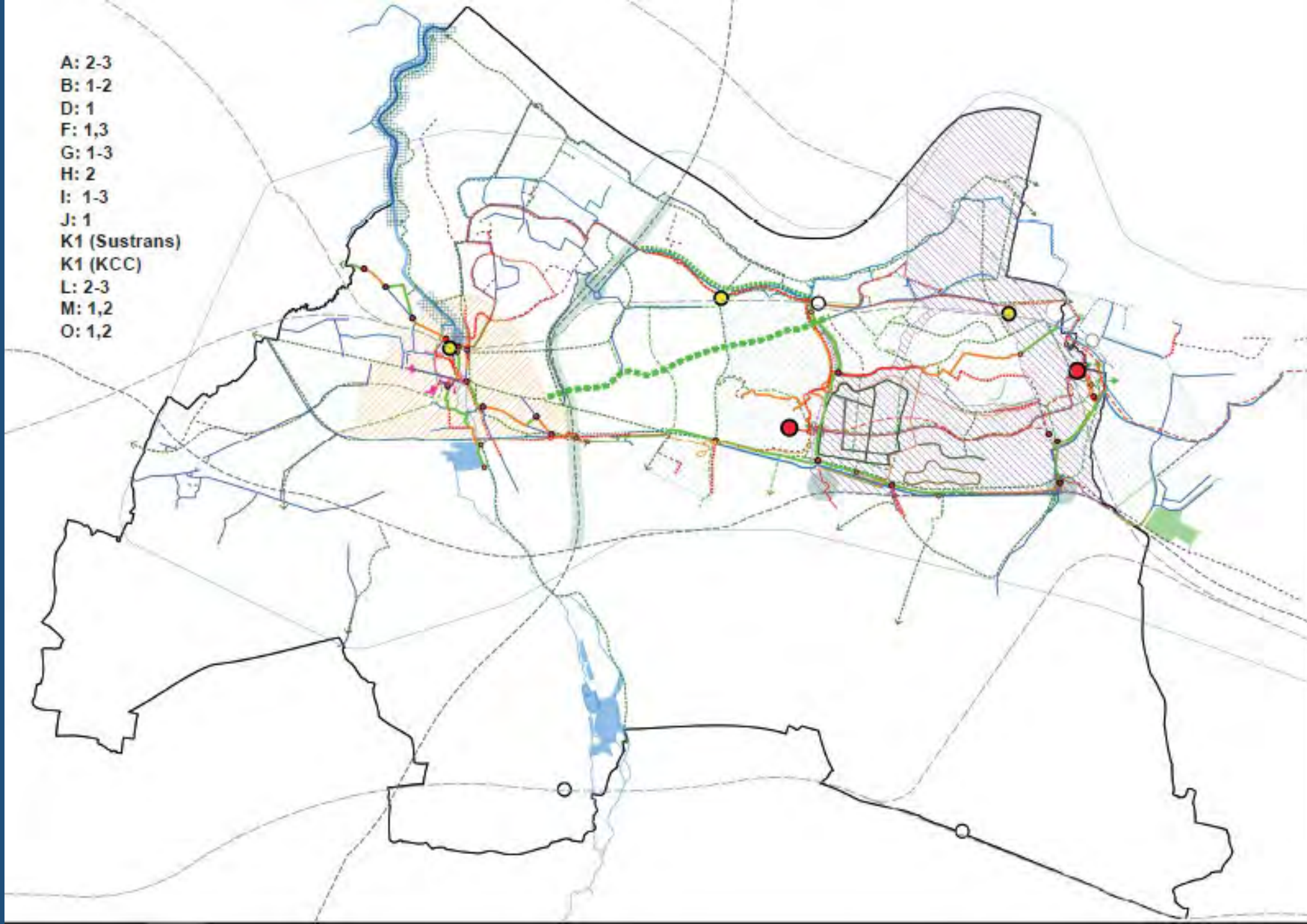
- A: 2-3
- B: 1-2
- D: 1
- F: 1,3
- G: 1-3
- H: 2
- I: 1-3
- J: 1
- K1 (Sustrans)
- K1 (KCC)
- L: 2-3



A: 2-3
B: 1-2
D: 1
F: 1,3
G: 1-3
H: 2
I: 1-3
J: 1
K1 (Sustrans)
K1 (KCC)
L: 2-3
M: 1,2



A: 2-3
B: 1-2
D: 1
F: 1,3
G: 1-3
H: 2
I: 1-3
J: 1
K1 (Sustrans)
K1 (KCC)
L: 2-3
M: 1,2
O: 1,2



Next Steps - Delivering Transport Improvements

- Collaborative approach
- Prioritisation of investment by DBC and partners
- Infrastructure Delivery Plan:
 - regularly updated,
 - direct provision
 - priorities for CIL funding
 - other funding sources
- Reflect infrastructure providers current delivery plans – taking account of LP growth proposals



Partnerships

- Kent County Council
- Ebbsfleet Development Corporation
- Neighbouring Authorities on cross-boundary transport
 - England Coast Path
 - River Darent Crossing(s)
 - Darent Valley Path
 - Fastrack/Other Bus Services
 - Cycleways
- National Highways
- Network Rail
- Bus Operators



Transport & Planning Update

Partner Updates: EDC, KCC, LBB, SDC, GBC & Medway

Questions, Comments, Discussion



North West Kent Transport & Planning Update Friday 26th November 2021

MS Teams

Attendees:

Sonia Collins – Dartford BC (Chair)
Mark Aplin – Dartford BC
Stephen Dukes – Dartford BC
Jamie van Iersel – Dartford BC
Lukman Agboola – Dartford BC
Peter Croft – Dartford BC
Gary Heard – Stantec
Gareth Elphick – Stantec
Peter Smith – EDC
Mark Pullin – EDC
David Joyner – KCC
Angela Coull – KCC
Martin Able – LB Bexley
James Gleave – Sevenoaks Council
Claire Pemberi – Sevenoaks Council
Geoff Baker – Gravesham Council
Andrew Bull – Medway Council
Katie Gill Dartford BC (notes)

1. Introduction

Sonia Collins welcomed participants and stated the event followed on from previous transport Duty to Cooperate discussions, would provide further feedback on the progression of transport issues for the Dartford Local Plan and the wider area, and should take forward information and sharing across the sub-region. Sonia summarised the Borough traffic background situation, and development and mitigations now well underway, including the Dartford Town Centre Project and Littlebrook (Amazon). Dartford is also expanding their resources to grow the team to identify projects to help with mitigation and will be using CIL funding for some of the projects.

(See presentation)

2. Dartford Local Plan

Mark Aplin gave an overview of the Local Plan which will be submitted shortly. It features locating development where it is accessible and includes a range of services within walking distance and good public transport links with a clear transport strategy. The plan also has a strong spatial strategy with a focus on Dartford town centre and the Ebbsfleet area. The Local Plan is the starting point and overall framework to take forward active travel in the Borough.

(See presentation)

3. Strategic Highway Modelling for Dartford

Gary Heard (Stantec) provided details of the strategic transport modelling that has been carried out to provide evidence on the transport impacts of Dartford for the Local Plan. This is part of the suite of transport and infrastructure documents that accompany the Local Plan.

(See presentation)

- **Questions on Items 1 to 3:**

Martin Able from LB Bexley asked about the 15% and 30% modal shift assumptions and how they were derived. Gary Heard responded that there is evidence of this in one of the reports (link to be sent).

[Post meeting note: Response sent by Gary to Martin 2.12.21]

Martin also asked if we have had a representation back from TfL on our Regulation 19 plan consultation. Mark Aplin responded yes but from memory it was mainly to do with bus movements/ the town centre.

Peter Smith from EDC asked if there are any junctions that require signal optimisation with the KCC team? Stephen Dukes responded that the UTM project evolved before the work with Stantec was completed. Some areas have been picked up already, e.g. Princes Road, and we can take others forward with KCC highways and if there are low cost solutions these could be picked up as part of the UTM project.

Peter also commented that it is not a surprise that the Springhead Road roundabout has been identified as requiring more transport modelling work but that further modelling of the A2 Bean and Ebbsfleet was bearing in mind the current works taking place. He said it is good that Dartford are driving the active travel going forward and looks forward to further collaborative working on this.

Geoff Baker from Gravesham asked if the morning peak of 07:00-08:00 for the strategic road network was looked at in addition to the 08:00-09:00 peak used for the transport modelling which is largely applicable to the local road network? Gary Heard responded that this had not been done as the 08:00-09:00 was agreed with National Highways and KCC as the morning peak for modelling purposes.

Geoff also asked how the modelling takes account of the developments on the border with Gravesham as some of these sites don't feed into LTAM? Specific reference was made to the Bulk Aggregate Import Terminal at Northfleet.

Andrew Bull (Medway Council) added to comments by Geoff Baker by questioning the overall number of trips produced by LTAM which had been based on TEMPRO data. From Medway's experience LTAM is underestimating trips from development in Medway equivalent to around 5000 homes.

Gary Heard responded to both of these questions by stating that in accepting LTAM as the basis for the Dartford Local Plan transport modelling the assumptions in LTAM had to be taken at face value and Stantec was unable to update it with development information from each bordering authority where this was available. It was also questioned whether this would have changed the findings of the transport modelling as the development would have been included within the Reference Case and not the planned development for Dartford's Local Plan.

4. Sustainable Travel & Next Steps

Stephen Dukes ran through the next steps, how to take the Stantec outcomes forward and working to deliver a sustainable transport network. Dartford will use its infrastructure planning tools, notably CIL and the IDP in support.

The components of the framework in Dartford's Sustainable Travel Strategy were set out. There is a strong emphasis on partnership working with KCC, EDC, neighbouring Local Authorities, National Highways, Network Rail and bus operators.

5. Update Briefings – EDC, KCC, LBB, SDC, GBC & Medway

EDC – Bean tunnel is now looking like it will be early 2023 for completion. The Fastack route through Castle Hill is due to be completed next September and consideration is being given to how this can be utilised in advance of the tunnels. Phase 4 of the EDC's Green Corridors programme is being developed through meetings with DBC and GBC and the Sustainable Transport Working Group. Mobility as a Service (MaaS) is being progressed and confirmation of funding is expected in the next couple of months. It was confirmed that the Ebbsfleet Central area is currently the subject of consultation.

KCC – Welcomed the involvement it has had in the Local Plan process from the beginning and expressed its desire for this to continue as it is a long term project e.g. Fastrack legacy needs to continue. More needs to be invested in walking and cycling to provide greater clarity for future developments. David Joyner asked about the Parking Standards as a means of impacting on demand management and if these were going to be updated. Mark Aplin replied that these will be looked at but the current policy focus will be the Local Plan Examination. Sonia Collins asked how the County transport model is getting on. David Joyner replied that they have appointed consultants Jacobs to operate the model and they are getting ready to start work. There will be publicity coming out on it in the coming months.

Bexley – Is submitting its Local Plan next week (commencing 29th November) and it will be published on the website in a couple of weeks' time. Stantec is also doing some detailed modelling work for them on the transport side.

Sevenoaks – Is at the beginning of their Local Plan and they are currently carrying out a call for sites consultation which closes in January. They are interested in Dartford's sustainable transport approach and the proposed further modelling of the M25/A282 corridor as the Junction 3 of the M25 in the north of Sevenoaks could be affected by any knock-on effects. They are also working on a movement strategy.

Gravesham – Was looking to have their Regulation 18 stage for the Local Plan completed at the end of last year and move on to Regulation 19 stage but needed to get more transport modelling work done. They are using the Kent Transport Model and will be working with KCC consultants and National Highways going forward. They have the impact of the Lower Thames Crossing issue (NSIP) and Medway development to contend with. They have a Green & Blue study being prepared by consultants which covers the whole area (urban and rural) including public rights of way. Will share once it is completed. Gravesham has particular problems in its urban areas with a lack of space on what are largely Victorian streets.

Medway – Is focusing on finalising its Local Plan evidence base before Christmas with the aim of obtaining Member approval in the New Year for the next stage of consultation on their Draft Plan. They have a draft report done by Medway strategic transport team that can be made available on request to Andrew.Bull@medway.gov.uk.

6. Further Questions, Comments, Discussion

Slides from the three presentations to be emailed round to everyone.

Meeting end.