

REGENERATION & QUALITY SUB-COMMITTEE
10 FEBRUARY 2017

MINUTES of the MEETING of the REGENERATION & QUALITY SUB-COMMITTEE held at THE COUNCIL OFFICES, THE GROVE, SWANSCOMBE on FRIDAY 10 FEBRUARY 2017 at 11.00am

PRESENT: Councillor B E Read (Chairman)
Councillor R J Lees (Vice-Chairman)
Councillor Mrs S P Butterfill
Councillor Ms L M Cross (substituting for Councillor B R Parry)
Councillor P M Harman

ALSO PRESENT: Tanya Smith, Infrastructure Planner (DBC)
Graham Blew – Town Clerk
Martin Harding – Assistant Town Clerk/RFO

ABSENT: Councillor D J Mote

431/16-17. **APOLOGIES FOR ABSENCE.**

Apologies for absence were received from Councillors' J A Hayes, Ms L C Howes and B R Parry.

432/16-17. **SUBSTITUTES.**

Councillor Ms L M Cross substituted for Councillor B R Parry.

433/16-17. **DECLARATIONS OF INTEREST IN ITEMS ON THE AGENDA.**

There were none.

The Chairman gave the opportunity for the meeting to be adjourned at this point to accept questions from the public.

434/16-17. **TO RECEIVE ITEMS DEEMED URGENT BY THE CHAIRMAN / MATTERS ARISING FROM PREVIOUS MINUTES.**

There were none.

435/16-17. **TO CONFIRM AND SIGN THE MINUTES OF THE MEETING HELD ON 30 NOVEMBER 2016.**

Recommended: The Minutes of the meeting held on 30 November 2016 were confirmed and signed as a true record.

436/16-17. **FUTURE DEVELOPMENTS / DEVELOPERS (LEGACY).**

The Chairman welcomed Mrs Smith and thanked her for attending the meeting.

Members discussed the way Section 106 Agreements were administered and it was confirmed that the Ebbsfleet Development Corporation (EDC) were responsible for the delivery of Section 106 Agreements within the boundaries of the area/s they covered

It was also confirmed that small developments would be liable for CiL payments as well as the large scale developments.

After further discussions which included: who to approach regarding the deterioration of bus services; the (approximate) amount of CiL that was expected from the areas already developed within Swanscombe and Greenhithe; any future plans for discussions on how CiL will be distributed in the future.

It was agreed that it was essential for members to familiarise themselves with the Section 106 Agreement for Eastern Quarry and with that in mind Mrs Smith would provide details of the Section 106 Agreement and the Sub-Committee would meet again to consider these when they had been received.

Recommended: That once details of the Section 106 Agreement for Eastern Quarry had been received from Mrs Smith the Sub-Committee would meet to consider these.

There being no further business, the Meeting closed at 11.50 am.

Signed: _____ Date: _____
(Chairman)

Graham Blew

From: Graham Blew
Sent: 15 February 2017 12:42
To: Cllr Bryan E Read ; Cllr Bryan R Parry; Cllr David J Mote ; Cllr John A Hayes; Cllr Lesley C Howes; Cllr Peter M Harman ; Cllr Richard J Lees; Cllr Susan P Butterfill
Subject: Bus service obligations at EQ
Attachments: 20170215122507.pdf;
EB23EbbsfleetValleyStrategicSiteBackgroundPaperUpdate2011_000.pdf

To members of the Regeneration & Quality Sub-Committee

Further to the meeting on 10 February please find attached the information forwarded by DBC.

Yours sincerely,

Graham Blew
Town Clerk

Swanscombe & Greenhithe Town Council | Council Offices |
The Grove | Swanscombe | Kent | DA10 0GA.
Tel: 01322 385513 | Fax: 01322 385849

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From: Tania Smith [mailto:Tania.Smith@dartford.gov.uk]
Sent: 15 February 2017 12:27
To: Graham Blew <graham.blew@swanscombeandgreenhithetowncouncil.gov.uk>
Subject: Re: Bus service obligations at EQ

As promised attached is a copy of the document produced by the Council some time ago that sets out the key obligations in the S106 . I have also attached an extract of the S106 that relates to the bus service and triggers This is contained in Schedule 5 of the S106.

Hope this information provides you with a little more background.

Kind regards

Tania

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Signed: _____ Date: _____
(Chairman)

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DentonWildeSapte...

DEED UNDER SECTION 106 OF THE TOWN AND COUNTRY
PLANNING ACT 1990 RELATING TO LAND AT EASTERN
QUARRY, DARTFORD

Dated 13 NOVEMBER 2007

Ravenside Investments Limited and Coufts & Co
(The Owner)

Dartford Borough Council
(The Borough Council)

Kent County Council
(The County Council)

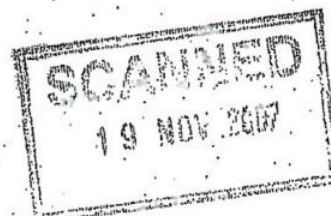
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CERTIFIED A TRUE COPY
OF THE ORIGINAL

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Paragraph 4.11 unless there is or is likely to be sufficient in the relevant part of the Transport Fund (designated under Paragraph 4.13 to be used for a particular purpose) to pay for the costs when they are incurred.

11.4 The Bus Services referred to in Paragraph 11.3 are as follows:

(a) prior to the First Occupation of 50 (fifty) Dwellings a bus to link the Development to Swanscombe High Street and Greenhithe Station Interchange. This service will continue until such time as the service in Paragraph 11.4(d) becomes operational;

(b) upon the later of 50 (fifty) First Occupations or the commencement of CTRL Domestic Services, a bus service linking the Development to Bluewater, Greenhithe and Ebbsfleet Station;

(c) prior to the First Occupation of:

(i) 2000 (two thousand) Dwellings; or

(ii) 225,000 (two hundred and twenty five thousand) square metres GFA of total development floorspace

(whichever is sooner) a bus service to link through the Development to Mounts Road/Alkerden Lane and providing connections to Bluewater and Ebbsfleet and allowing interchange to the wider public transport network;

(d) prior to the First Occupation of:

(i) 3600 (three thousand six hundred) Dwellings; or

(ii) 400,000 (four hundred thousand) square metres of total development floorspace

(whichever is sooner) and until not less than 3 (three) years following Cessation of Development a bus service to create a direct link between the Development and Bluewater, and linking to Ebbsfleet, Ingress Park and Greenhithe Station and such service shall also allow for connections to Darenth Hospital and Dartford to the west and to Gravesend to the east;

(e) prior to the First Occupation of more than 15,000 (fifteen thousand) square metres GFA of total development on the Leisure Podium a public transport scheme approved by the Borough Council to serve the Leisure Podium in accordance with a scheme submitted to and Approved by the Borough Council or a subsequent Public Transport Plan; and

(f) prior to the First Occupation of 50 (fifty) Dwellings accessible from the west of the Site, a through service to link those Dwellings to local facilities and a public transport interchange in accordance with a scheme submitted to and Approved by the Borough Council or a subsequent Public Transport Plan;

11.5 The frequency of each of the Bus Services shall be set in the Public Transport Plan, but shall be subject to the review of the Transport Review Group.

12 Fastrack

12.1 The Owner will construct at no cost to the Councils the Fastrack Route through the Site in accordance with the phasing in section 6 of the Transport Strategy so as to be Complete before First Occupation of the 5000th (five thousandth) Dwelling or the First Occupation of more than 550,000 (five hundred and fifty thousand) square metres GFA of development (whichever is sooner).

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EBBSFLEET VALLEY STRATEGIC SITE BACKGROUND PAPER



**Part of Dartford's
Local Development Framework**

**July 2010
With minor update January 2011**

DARTFORD
BOROUGH COUNCIL

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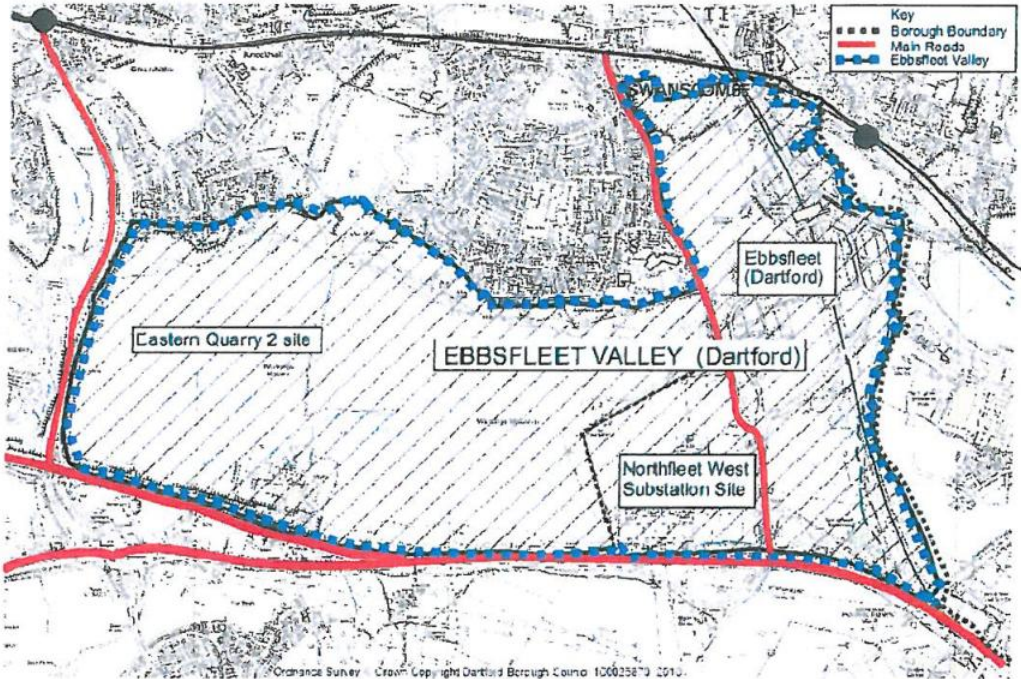
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Introduction

- 1.1 The purpose of this report is to give some background to the Ebbsfleet Valley sites situated in Dartford Borough and known proposals for development.
- 1.2 Ebbsfleet, Eastern Quarry 2 and Northfleet West Substation jointly comprise a group of sites identified as the Ebbsfleet Valley (EV) strategic site in Dartford Council's emerging Core Strategy. The EV development area covers approximately 450 hectares and in broad terms is bounded by the A2 to the south, the North Kent railway line and Swanscombe settlement to the north, Bluewater regional shopping centre and St Clements Way to the west, and straddles the Gravesham border to the east. It contains an international and domestic station providing access to the Channel Tunnel Rail Link– High Speed One. The proposed development site at Ebbsfleet covers land in both Gravesham and Dartford boroughs. This paper shares information covered in a Baseline Report prepared by Gravesham Borough Council¹
- 1.3 This report focuses on the sites in Ebbsfleet Valley which fall within Dartford Borough. It sets out the historic policy background, an overview of the land uses fully approved or that have approval "in principle", planning approval frameworks and proposed triggers regarding provision of infrastructure.
- 1.4 The boundary of the Ebbsfleet Valley Development area and location of the individual sites is shown in Figure 1 below.
- 1.5 Minor updates at January 2011 (new paragraphs 8.9 and 8.10) are shown in italics.

¹ Ebbsfleet Baseline Report Gravesham Borough Council December 2009

Figure 1 Ebbfleet Valley (Dartford)

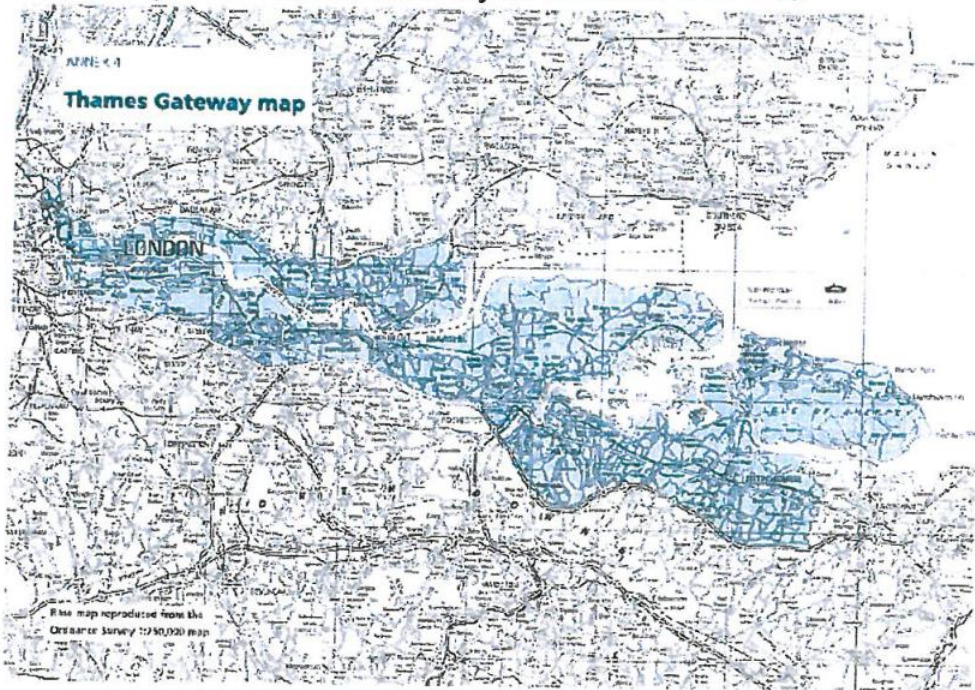


Policy Framework

Thames Gateway

- 2.1 The Thames Gateway was first recognised as a priority area for regeneration in the 1980s. Subsequently RPG9 (Regional Planning Guidance for the South East) and RPG9a (Thames Gateway Planning Framework) 1995 confirmed the area as a national and regional priority for regeneration and growth. Known previously as the East Thames Corridor, RPG9a stated that the Thames Gateway area was a collection of substantial and disparate development sites, some seen as difficult to bring into productive use, in an area with more than its fair share of industrial dereliction and environmental damage. The policy guidance aimed to change this by setting a framework for a sustained and sustainable programme of economic, social and environmental regeneration. A map indicating the Thames Gateway area at that time is shown in Figure 2 below.

Figure 2: Thames Gateway as identified in RPG9a



- 2.2 The Thames Gateway Planning Framework envisaged two main centres of development: The Royals and Stratford and Kent Thames-side. In relation to Kent Thames-side, it stated the following:

“Dartford and Gravesend north of the A2 is expected to be a growth area of regional significance. There are locational advantages for business which were different from those in other parts of Thames Gateway. This suggests that development in Kent Thames-side can complement growth in London. Without this focus for growth, regeneration would depend too much on demand for development

spreading outwards from the commercial centre of London. Kent Thames-side's growth will focus on damaged land and can provide significant opportunities for employment, helping to reduce Kent's current reliance on London for jobs. With a commensurate reduction in the need to travel this can offer a significant step towards a more sustainable form of development". It also stated that an emphasis on providing new homes would complement the major employment generating and retail developments at Ebbsfleet and Bluewater.

- 2.3 RPG9a recognised the potential of Ebbsfleet Valley and stated the following in relation to this area:

"A station on the CTRL, with high speed international and domestic trains serving Kent Thames-side will provide a unique opportunity for a new focus of growth in the South East. Planning policies should, therefore, whilst respecting the landscape, natural and archaeological features in the Valley, support the development of Ebbsfleet as a new commercial centre; offering employment opportunities for those who currently have to commute into London from north and east Kent. Local authorities and the promoter of the station are reminded of the importance of securing a quality of 'civic design' commensurate with the significance of the station's location". It also stated that Eastern Quarry was of sufficient scale to accommodate a high quality, compact, mixed use development in the form of an urban village.

- 2.4 The former South East Plan 2009 identified Ebbsfleet as a regional hub suitable for growth as it is a key development node in the Thames Gateway sub-region and in addition, provides the opportunity to create a new transport hub of regional significance. It was identified as a location for a major business district in a mixed settlement. Development would be focused on the new international rail station located on the Channel Tunnel Rail Link. The plan identified that in the Kent Thames Gateway (sub-region) new dwellings, employment and services should be concentrated at major regeneration locations including Eastern Quarry and Ebbsfleet and that Ebbsfleet would provide ancillary retail and service space to serve the resident and daytime population.

Dartford Local Plan 1994

- 2.5 The adopted Dartford Local Plan identifies land area at Ebbsfleet as being under a Channel Tunnel Rail Link safeguarding direction and Eastern Quarry and Northfleet West Sub Station sites as being within the Green Belt. Further to this, safeguarded policy H6 identifies Ebbsfleet as having potential for development in the long term, but that this may need to be associated with major infrastructure improvements. The Council signalled it's willingness to examine development potential with other partners and to prepare comprehensive plans for the use, development and management of the area.

Dartford Local Plan Review (LPR) Amended Second Deposit Draft
April 2004

- 2.6 The LPR promotes Ebbsfleet and Eastern Quarry (including NWSS) as major development sites. For Ebbsfleet it states that both Dartford and Gravesham Council have resolved to grant outline planning permission subject to appropriate agreements being reached. Policy MDS1 safeguards land at Ebbsfleet Valley for a new mixed use development comprising employment, residential, retail and cultural uses and sets out a number of criteria in relation to development proposals. It further states that the Ebbsfleet Development and Environment Framework will remain important material considerations in determining any future planning applications for the site. Policy MDS5 sets out the criteria which development proposals at Eastern Quarry will need to meet. The plan recognised the need for large scale land re-modelling. Other proposed policies identify development at EV as needing to provide a mix of housing types and tenures, sustainable communities incorporating supporting facilities and infrastructure, employment opportunities, open spaces and additional Green Grid links and maximise opportunities for public transport, walking and cycling. Policy GB1 identified Eastern Quarry as being removed from the Metropolitan Green Belt in line with the policy approach adopted in the Kent Structure Plan ² (see para 2.9).

Ebbsfleet Development and Environment Framework 1996

- 2.7 Recognising the changing context at Ebbsfleet arising from RPG9a and CTRL proposals, and the Government's decision that there should be an international and domestic railway station at Ebbsfleet, Gravesham Borough Council, Dartford Borough Council and Kent County Council prepared the Ebbsfleet Development and Environment Framework to guide development of the site. This document only applies to the Ebbsfleet site. This was adopted by all three Councils. The document sets out a number of principles and includes an indicative plan showing the local authorities' expectations regarding the extent and nature of future land uses, and identifying transport corridors and a network of greenspace.
- 2.8 Key principles include;
- Proposals should reflect the sites European context and accessibility and to give a clear indication of the scale of development envisaged. Proposals should make clear as part of the preparation of a master plan, the overall intentions for Ebbsfleet as a whole and for each of the constituent development areas.

² Kent Structure Plan 1996

- The delivery of ancillary development to CTRL which enhances the commercial and social attractiveness of the area but does not undermine the role of existing centres.
- That development proposals maximise the potential for Ebbsfleet Station as an integrated public transport interchange
- Identification of broad social infrastructure requirements
- Creation of balanced communities and bringing benefits to existing communities
- Achievement of a significant shift from the private car
- A phased programme of archaeological assessment at an early stage in the planning process

Kent Structure Plan

- 2.9 The Kent Structure Plan 1996 allocated land at Eastern Quarry for a comprehensive mixed use development with an emphasis on housing. The site was identified for removal from the Metropolitan Green Belt. This proposed alteration to the Green Belt boundary was again ratified by the 2006 Plan ³. Dartford's Local Plan Review 2004 ⁴ (not adopted) carried this proposal forward. The removal of the site from Green Belt is also identified in Dartford's emerging Core Strategy.

Eastern Quarry Planning Brief – Supplementary Guidance July 2002

- 2.10 Following the approval of proposals for a new cement works in the Medway Valley which would replace the existing works at Eastern Quarry, a planning brief was adopted by the Council. The brief has taken a broad policy approach for Eastern Quarry as a whole (Eastern Quarry 2 and Northfleet West Substation sites), and sets out the physical, broad design and infrastructure requirements for a mixed use development that is likely to be complex and be developed over a number of years. It provides parameters within which a masterplan for the site could be prepared.

2.11 Key principles include:

- Creation of a mixed use, public transport orientated development in the form of an urban village consisting mainly of residential uses together with necessary supporting community infrastructure
- Integration of new development with adjoining uses at Bluewater and Ebbsfleet and existing communities
- The possibility of early development of the Northfleet West Sub Station in tandem with development elsewhere on the site
- Re-profiling of the quarry to provide appropriate development platforms

³ Kent and Medway Structure Plan 2006

⁴ Dartford Local Plan Review Amended Second Deposit Draft 2004

- Provision of east-west public segregated transport routes as part of the Fastrack network and a higher density of development around Fastrack stops
- Provision of substantial areas of open space of at least 33% of the site area and creation and enhancement of north-south and east-west linkages as part of the Green Grid network
- Provision of an east-west route as well as road, walking and cycling infrastructure that provides a permeable grid across the quarry integrating with existing and new development

3 Channel Tunnel Rail Link and Ebbsfleet International and Domestic Passenger Station

- 3.1 The Channel Tunnel Act received Royal Assent in 1987. Early in 1994, the Government confirmed its preferences for the eastern approach route and named St Pancras as the London terminus. A few months later, in August 1994, the Government announced an intermediate station at Ebbsfleet.
- 3.2 In November 2007, Ebbsfleet International Station opened, providing direct Eurostar train services from Ebbsfleet to Paris, Brussels and Lille. In December 2009, full domestic train services from Ebbsfleet to St Pancras International Station commenced providing 12 morning peak services from Ebbsfleet to St Pancras International. The off peak service runs 4 times hourly between Ebbsfleet and St Pancras International. The journey time is 17 minutes. During the 2012 Olympics, the 'javelin' service will provide 10 trains per hour between Ebbsfleet, Stratford and St Pancras, providing access to the main Olympic site.
- 3.3 The high speed rail line enters the Ebbsfleet site to the south and runs through the site in a cutting towards the north eastern borough boundary, through the international station and then passing under the North Kent Railway line to the north before descending into the Thames tunnel.

4 History and former uses of the sites

- 4.1 The Eastern Quarry 2 and Northfleet West Substation site lie in an area of considerable archaeological importance. A number of important remains from the Palaeolithic and other periods in history have been found in the area. A substantial portion of Eastern Quarry was originally quarried for clay extraction commencing in about 1900 and chalk extraction took place since the 1930's. Some of the site to the north has been backfilled and treated, and is in agricultural use. The majority of quarrying was ceased following the decision to provide a new cement

works and final quarrying ceased at the site in 2008. Although quarrying activity has taken place, it is expected that important archaeological remains of Palaeolithic or Roman date may be present in undisturbed areas of the site. The Northfleet West Substation (NWSS) is an electricity substation. Many of the substation and switching functions have been decommissioned as a result of the closure of the cement works or have been relocated to the East sub station at Pepperhill, in Gravesham borough. A small sub station is to remain on site but the bulk of the land is available to be finally decommissioned and become available for re-development.

- 4.2 A large proportion of Ebbsfleet is damaged land arising from extensive chalk quarrying and subsequent land-fill. Legacies of the quarrying activity at the site include the Blue Lake, situated in Gravesham Borough and Bamber pit which was used for the disposal of works waste. Some areas have been given over to agriculture. Remains of early human activity are present at the site, the area is rich in Palaeolithic deposits and evidence suggests that there are further remains from the Bronze, Iron, Roman and Saxon periods.
- 4.3 Ebbsfleet and Eastern Quarry 2 sites are being advanced for development by Land Securities. NWSS is under the ownership of National Grid.

5 Development proposals within Ebbsfleet Valley

- 5.1 Outline planning permission has been approved at both Eastern Quarry 2 and Ebbsfleet sites. In 2008 Dartford Council resolved to grant outline planning permission at Northfleet West substation once the necessary planning obligations and supporting strategies were finalised.
- 5.2 The following sections outline details of the development proposals contained in the outline permissions, subsequent supporting submissions and application. It seeks to clarify the planning framework that has been agreed and set out the development triggers where known.

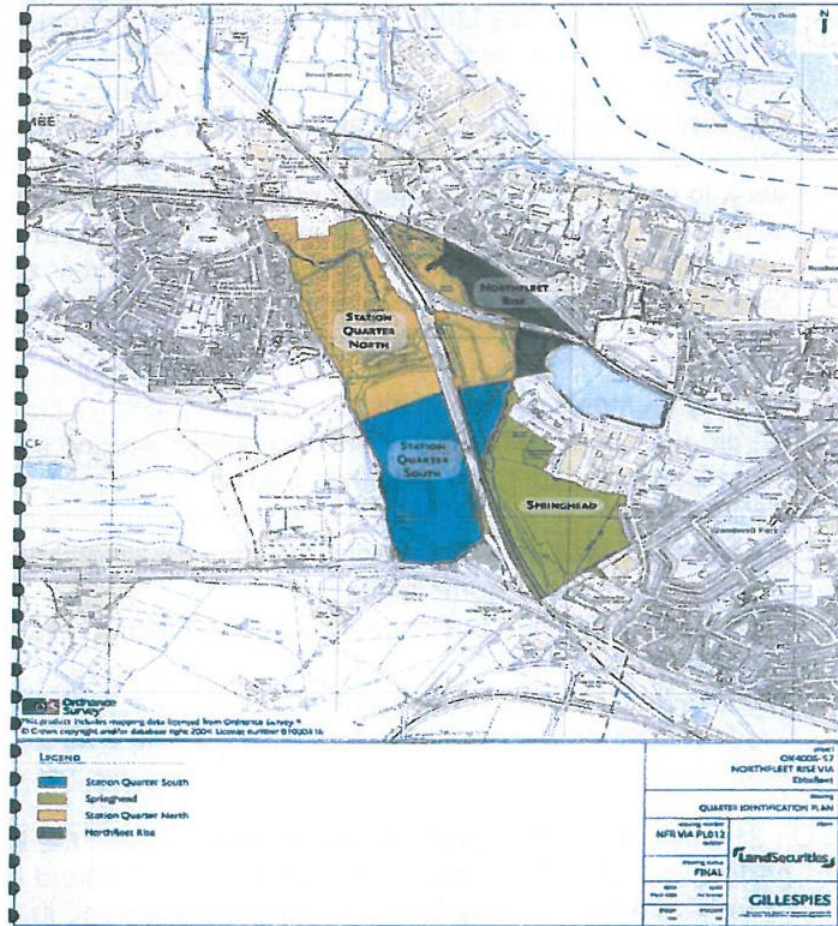
6 Ebbsfleet

Overview

- 6.1 The Ebbsfleet site, as defined by the original outline planning application (see Figure 3), straddles the boundary of Gravesham and Dartford Boroughs. It extends to some 152 hectares and is centred around the new International and Domestic Passenger Station at Ebbsfleet (see Section 4 above). The site has been planned on the basis of 4 quarters – Springhead and Northfleet Rise (NR) which are within Gravesham Borough and Station Quarter South (SQS) and Station Quarter North (SQN) which are within Dartford Borough (see figure 3).

- 6.2 The Ebbsfleet outline planning application was originally submitted by Blue Circle Properties Ltd in January 1996 to both Councils (GBC reference GR/96/35 and DBC reference DA/96/47). Both authorities granted outline permission for development. Although both permissions are very similar and have predominantly the same conditions there are critical differences. The conditions set out in the Dartford permission seek to establish an active area around Ebbsfleet station both daytime and evening and residential development is required to be provided in tandem with commercial floorspace. Whilst the conditions of the Gravesham permission requires commercial floorspace in advance of homes.
- 6.3 The key elements of the development are:
- creation of a new centre of a 'critical mass' around a transport focus i.e. High Speed 1 and Ebbsfleet Station
 - mixed use
 - higher density than surrounding existing development
 - linking of existing communities
 - encouragement of public transport and reducing reliance on the private motor car
 - sustainable form of development
- The development is expected to be delivered over a 20-25 year time span.
- 6.4 On 21 November 2002, the legal agreement between the interested parties, including Gravesham Borough Council, Dartford Borough Council and Kent County Council, was concluded and the outline planning permissions issued.
- 6.5 The legal agreement contains provisions for the management and maintenance of open land, a financial contribution to environmental liaison, a financial contribution to heritage/interpretation facilities, an architectural consult ative group, obligations for transfer of primary school provision, a financ ial contribution t o secondary education, and obligations for the delivery of affordable housing (20% of total housing units in the Dartford section of the site).
- 6.6 .The outline planning approval permitted up to 789,50sq m gross floorspace comprising employment, re sidential, hotel and leisure uses supporting retail and community facilities and provisio n of car parking, open space, roads and infrastructure. The conditions provide triggers for approval of reserved matters and strategies and set an approval framework. Maximum floorspace limits apply to each use, the total of which exceeds the maximum permitted overall floorspace for the site.

Figure 3: Ebbsfleet Planning Application Site and Quarters (Dartford and Gravesham)



6.7 Implementation of the permission is guided by a carefully structured framework for decision making, contained within the planning conditions. The detailed approval framework is guided by the planning consent. The outline planning conditions require the submission and approval of quarter master plans and various planning and environmental strategies before detailed (reserved matters) approval can be given for built development.

Summary of Ebbsfleet Planning Approval Framework

Timing	Type of approval required
Before or at the same time of the first application for Reserved Matters in that quarter	Quarter Master Plan approved
Before first Reserved Matters	Transport Strategy
Before 11 years from Outline Approval	Application for the approval of Reserved Matters for the 1 st phase which should be no more than 10,000 sq m and 300 dwellings
To accompany each Reserved Matters	Statement regarding adherence to

	Master Plan and relevant Quarter Master plan principles, public realm strategies and details of other specified issues
Before commencement of development	Indicative phasing plan for remainder of development approved
	Site Structural landscaping scheme and landscape mitigation measures, archaeological framework
	Monitoring, leisure, utilities and public art strategy approved
Before start of 2 nd phase as identified in the indicative phasing plan	Community Development Strategy approved
Before start of each quarter	Spatial distribution of floorspace for each quarter approved
	Environment management plan, remediation of contamination scheme, water management plan
	Quarter landscaping scheme

6.7 The conditions provide for the delivery of a range of social and community facilities at certain thresholds of development. The table below outlines the triggers for the provision of specified facilities and transport schemes in relation to the number of residential units occupied over the whole site or quarters for both Dartford and Gravesham. Land Securities, Dartford, Gravesham Borough Council's and Kent County Council are in the process of reviewing the triggers, provision and spatial distribution of facilities to create a sense of place within the development, in a similar way to that planned at Eastern Quarry (see section 8).

Development Triggers

No. of Units	Facility to be Provided
25	Local play area (0.2ha)
50	Neighbourhood play area (0.6ha), Local park (1ha), Allotment site (0.25ha)
150	Recycling/waste transfer facility
200	Pre school nursery, One form entry primary school, Temporary facility for 2 GPs, Temporary family centre, Playing field (2.5ha), Community centre (190sq m)
225	Local play area (0.2ha)
350	Place of worship (250sq m, 0.5ha)
425	Local play area (0.2ha)
450	Allotment site (0.25ha)
500	Multipurpose sports centre, 166 affordable units, 130 lifetime homes
600	Recycling/waste transfer facility
625	Local play area (0.2ha)
750	Local park (1ha), Adult education centre
800	Pre school nursery, One form entry primary school
825	Local play area (0.2ha)
850	Allotment site (0.25ha)
950	Recycling/waste transfer facility
1000	Permanent facility for up to 5 GPs, Permanent family centre, 332

	affordable units, 260 lifetime homes, Place of worship (150sq m, 0.25ha), Library
1025	Local play area (0.2ha)
1050	Neighbourhood play area (0.6ha)
1100	Recycling/waste transfer facility
1200	Playing field (2.5ha)
1225	Local play area (0.2ha)
1250	Allotment site (0.25ha), 455 affordable units
1400	Pre school nursery, One form entry primary school
1425	Local play area (0.2ha)
1450	Local park (1ha)
1550	Recycling/waste transfer facility
1625	Local play area (0.2ha)
1700	Community centre (190sq m)
1825	Local play area (0.2ha)
2000	Local park (1ha), Playing field (2.5ha), 390 lifetime homes, Recycling/waste transfer facility
2025	Local play area (0.2ha)
2050	Neighbourhood play area (0.6ha)
	OTHER
Before any development commenced in SQN, SQS, Northfleet Rise or beyond 10,000sq m and 300 dwellings at Spinghead	Scheme for improvements to A2 Trunk Road/Southfleet Road interchange and A2/station access roads to be approved A scheme to safeguard a transport route between application site and Swanscombe Peninsula
75,000 sq m B1	Scheme to widen A2 Bean to Tollgate with capacity equivalent to four lanes in each direction completed South Thames-side development route - implemented

6.8 The site has been planned on the basis of four quarters – Springhead and Northfleet Rise (which are within Gravesham Borough) and Station Quarter South and Station Quarter North (which are within Dartford Borough). Further details of those quarters in Dartford District are contained in the sections below.

Station Quarter North

6.9 The Station Quarter North site, located in Dartford Borough, extends to 70.65 hectares. It is located around and incorporates Ebbsfleet Station. Much of the area is currently used for surface car parking associated with the station. This is to be re-provided as decked car parking or through alternative surface parking. The quarter is bounded along its eastern edge by the River Ebbsfleet, to the north by rail tracks and to the west by Southfleet Road. The southern boundary falls

broadly through the middle of the station car park area. The western half of the site is dominated by a restored landfill area.

- 6.10 Condition C7 of the Dartford outline planning permission allows for a range of uses within an overall maximum of 339,000 sq m of floorspace for the Station Quarter North as follows:-
- 200,000 sq m gross employment uses (use classes B1(a), (b) and (c))
 - 90,000 sq m gross (930 dwellings) residential uses
 - 2,000 sq m gross residential supporting uses (including schools, community facilities and not more than 500 sq m of local shops within use class A1)
 - 92,000 sq m gross core space (including hotels, not more than 24,750 sq m of leisure/entertainment use within use class D2, not more than 12,000 sq m of supporting retail uses within use class A1)

Condition D4 requires the provision of at least 40.5 hectares of open space within Station Quarter North.

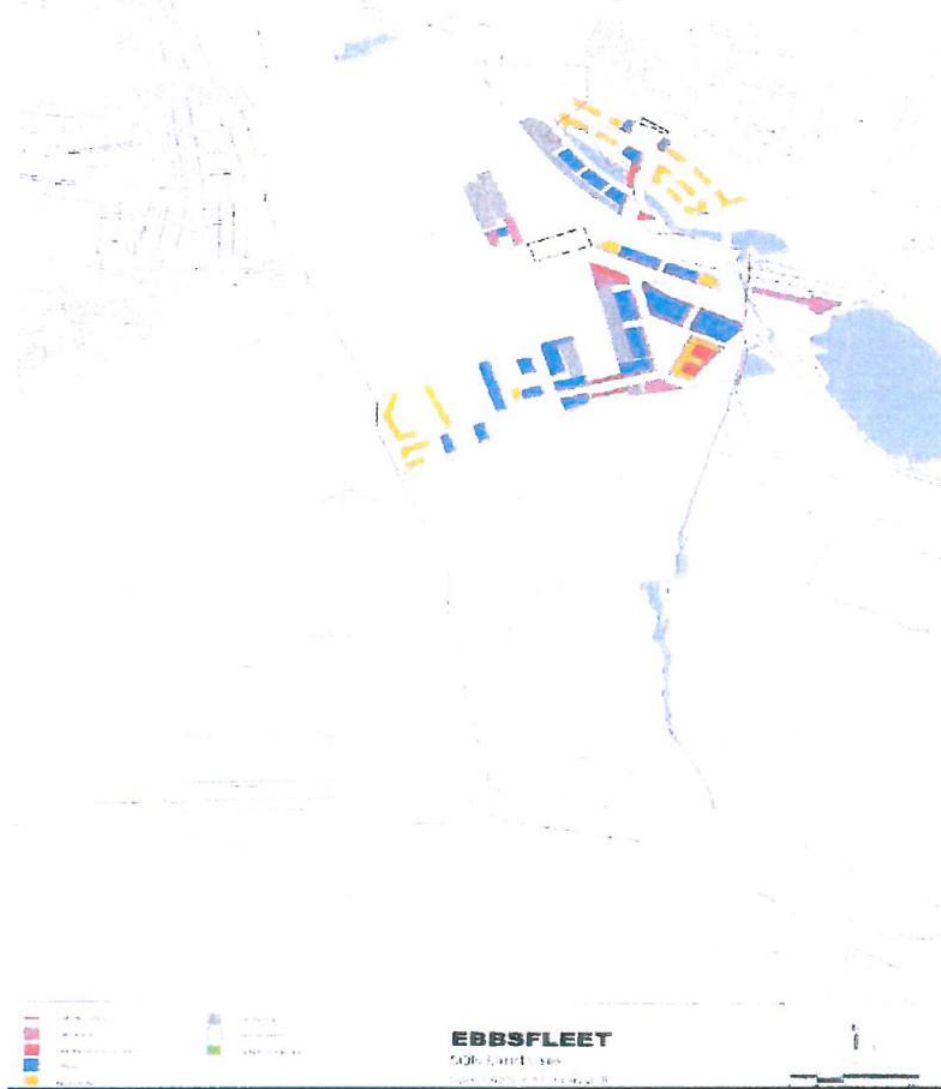
- 6.11 Condition D11 of the Dartford outline planning permission requires that no more than the following amounts of employment floorspace shall be occupied until the specified residential and open space have been completed and are available for occupation/use:

Employment	Residential	Open Space
115,000 sq m	330 dwellings	4.75 hectares
200,000 sq m	930 dwellings	40.5 hectares

- 6.12 The Quarter Master Plan for Station Quarter North was approved by Dartford Borough Council on 29 May 2008. An indication of the location of land uses is shown in Figure 7 below. It indicates that this quarter will be principally a commercial district with a number of distinct centres. A plan showing the location of the various land uses is shown at Figure 4. The Quarter Master Plan shows the following floorspace:

Employment	200,000m ²	
Residential	83,000m ²	(approx. 930 dwellings)
Community (residential supporting uses)	2,500m ²	
Core	53,500m ²	
Total	339,000m ²	

Figure 4: Station Quarter North Land Use Plan



6.13 A landscape strategy is currently under consideration.

Station Quarter South

6.14 The Station Quarter South site, located in Dartford Borough, extends to 35 hectares. It is bounded along its eastern edge by the River Ebbsfleet, to the south by the A2 and to the west by Southfleet Road connecting to Swanscombe. It was formerly used for mineral extraction and deposition and has been subject to considerable land alteration. The site is divided into two parts by the Station access road across the Ebbsfleet Valley. The northern part is land remodelled under the CTRL works and is used for station surface car parking. The southern part has been returned to grassland.

6.15 Condition C9 of the Dartford outline planning permission allows for a range of uses within an overall maximum of 250,500 sq m of floorspace for the Station Quarter South as follows:-

- 130,000 sq m gross employment uses (use classes B1 (a), (b) and (c))
- 135,000 sq m gross (1,390 dwellings) residential uses
- 2,500 sq m gross residential supporting uses (including schools, community facilities and not more than 750 sq m of local shops within use class A1)
- 23,000 sq m gross core space (including hotels, not more than 3,000 sq m of leisure/entertainment use within use class D2, not more than 3,500 sq m of supporting retail uses within use class A1)

Condition D4 requires the provision of at least 23 hectares of open space within Station Quarter South.

6.16 Condition D12 of the Dartford out line planning permission requires that no more than the following amounts of employment floorspace shall be occupied until the specified residential and open space have been completed and are available for occupation/use:

Employment	Residential	Open Space
75,000 sq m	910 dwellings	6.85 hectares
130,000 sq m	1,185 dwellings	23 hectares

6.17 The Quarter Master Plan for Station Quarter South was approved by Dartford Borough Council on 11 October 2007. The composite masterplan and indication of the location of land uses are shown in Figures 5 and 6 below. It indicates the northern part being a business district with commercial uses and retail development but with some residential development. The southern part would comprise principally of residential uses but with some commercial uses including hotels and a primary school. The Quarter Master Plan shows the following floorspace and a plan showing:

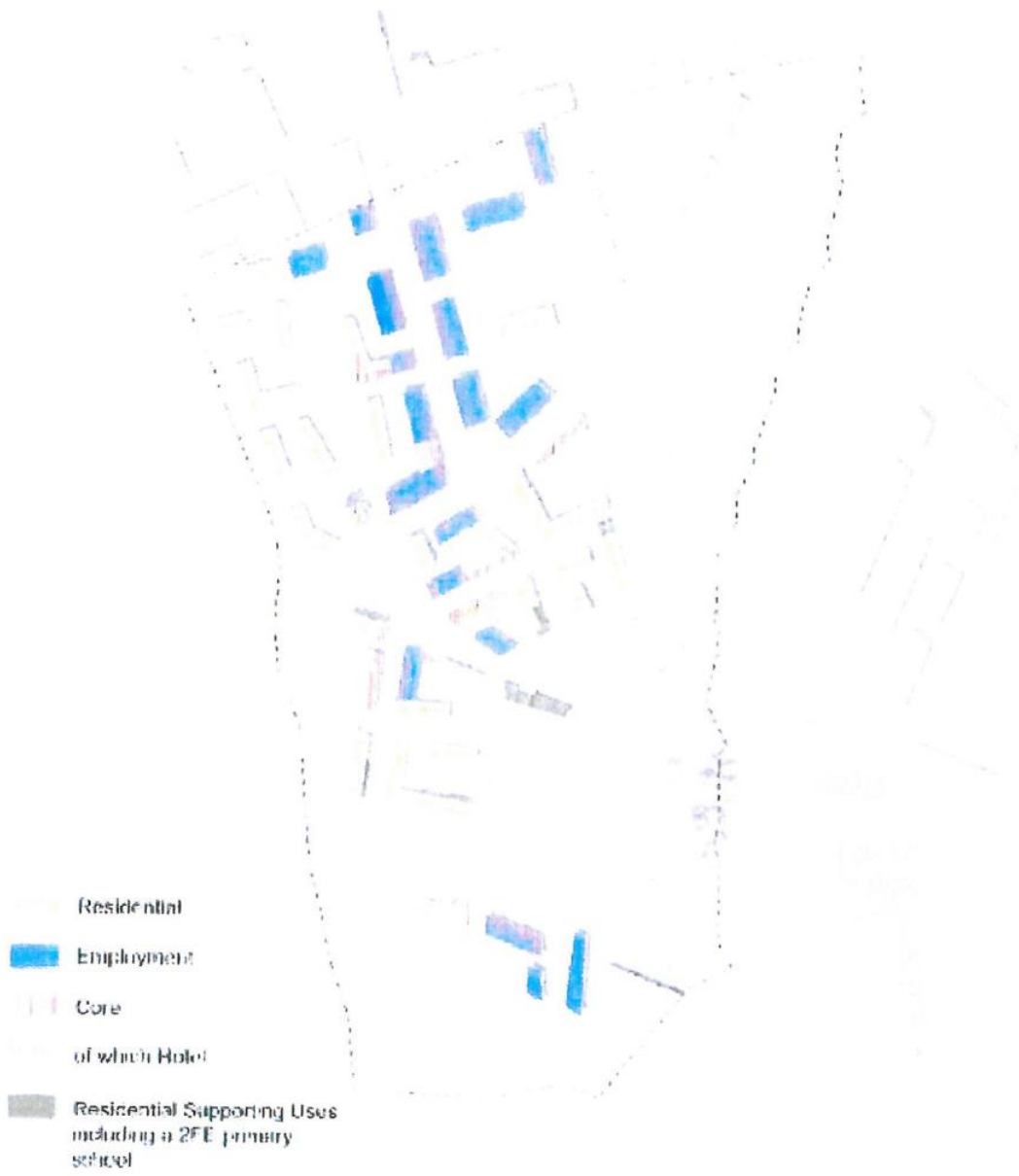
Employment	93,000m ²	
Residential	135,000m ²	(approx. 1390 dwellings)
Community (residential supporting uses)	2,500m ²	
Core	19,500m ²	
Total	250,000m ²	

Figure 5: Station Quarter South Master Plan



Composite Master Plan

Figure 6: Station Quarter South Land Use Plan



Plan I - Footprint of Built Development and Distribution / Mix of Principal Land Uses

6.18 Planning permissions/applications and supporting strategies approved or under consideration at Ebbsfleet (Dartford)

Reference	Description
DA96/00047	Ebbsfleet Outline Planning approved
DA05/00253	Phasing Strategy
DA04/00677	Structural landscaping and nature conservation strategy
DA03/00598	Transport Strategy
DA03/00681	Leisure
DA04/00412	Utilities
DA04/00853	Public Arts
DA04/00414	Environmental Management System
DA04/00415	Archaeology
DA04/00411	Water Management Strategy
DA08/00577/EBQNC	Station Quarter North Master Plan approved
DA08/00808/EBQNC	Station Q N – Landscape strategy (under consideration)
DA06/01045	Station Quarter South Master Plan approved

7. Eastern Quarry 2 and Northfleet West Substation

Combined Site Application

7.1 An application for outline approval for mixed use development covering both the Eastern Quarry 2 site and Northfleet West Substation, commonly known as EQ1, was submitted in January 2003. This application remains live at the request of the applicants, although it is unlikely that it will be implemented. Subsequent individual applications have since been submitted and approved regarding the two sites (see section 8 and 9). The combined application proposes the provision of 7250 homes and up to 280,000 sq m of business floorspace, hotel and leisure development together with supporting retail and community facilities and was submitted by Land Securities.

7.2 Developers of the two sites have since opted to advance the two sites separately and have submitted further outline applications.

7.3 Planning application at Eastern Quarry EQ1 (whole site)

Reference	Description
DA03/00121	Eastern Quarry (whole site) application - live

8. Eastern Quarry 2

8.1 A subsequent planning application covering the Eastern Quarry site excluding the sub station site known as EQ2, was granted outline approval in November 2007. This consent is being implemented by the developer. The master plan for the site is shown in Figure 7. The proposed development is for up to 6,250 homes and up to 231,000 sq m business floorspace together with hotel and supporting retail, leisure and community facilities.

8.2 The key elements of the development are;

- Primarily residential with the creation of a market centre within the central village and local centres at the two remaining villages
- A lake at the southern boundary within the cliff shadow
- A major urban park along the northern boundary
- Some mixed use and employment areas
- Encouragement of public transport and reducing reliance on the car through the provision of an east-west Fastrack route through the site and development orientated around the route with higher density development closest
- Creation of a high quality sustainable community within Eastern Quarry as a whole with higher order facilities such as a secondary school being shared by the three sites. These are likely to be located in the market centre
- Integration with adjoining uses at Bluewater, Ebbsfleet, Northfleet West substation and communities at Swanscombe and Knockhall through linked public transport and green grid routes and sharing of facilities
- Monitoring of car usage and agreed actions to address this if traffic generation is higher than predicted, as set out in a Travel Plan

The development will be built out over approximately 15 to 20 years.

8.3 Conditions attached to the outline planning permission set out the approval framework required for subsequent master plans, strategies and reserved matter applications. A summary of the framework is shown below. Each stage must be completed before a subsequent stage is approved. Lower order plans are required to be consistent with the provisions of higher order plans and strategies. Any change to higher order plans or strategies could result in a knock on effect on lower order consents

Eastern Quarry Approval Framework

Stage	Type of Consent Required	Status
1	Planning permission, S 106 and strategies(see para 8.10)	Approved
2	Site Wide Master Plan	Approved

3	Information required prior to determination of area master plan – waste management, bio-diversity plan, historic environment framework, utilities framework	Some approved
4	Advance infrastructure and landscaping – Reserved Matters for specific strategic works	Some approved – main streets, lake and landscaping
5	Area Master Plans, Area Design Codes etc and Water conservation plan	Castle Hill approved
6	Detailed design (reserved matters and others)	No submissions
7	Prior to start of work – various contaminated land assessment, landscape maintenance and management etc	No submissions other than pursuant to the advanced infrastructure and landscaping

8.4 The legal agreement contains obligations concerning the provision of infrastructure and facilities including schools, public transport, affordable housing (30%) on and off site, contributions to strategic transport, air quality monitoring equipment, heritage facilities, implementation of a local employment initiative, and monitoring and review procedures. Conditions attached to the approval also set out the issues that should be addressed within each type of planning submission and floor space maxima. The legal agreement and conditions sets out requirements which must be delivered before further occupation of market dwellings takes place. The table below outlines the triggers for the provision of specified facilities and transport schemes in relation to the number of dwellings occupied.

Development Triggers

No of dwellings	Facilities
First Occupation	Set up and initial contribution to Transport Fund
50	Bus to link development to Swanscombe, Bluewater and Greenhithe and Ebbsfleet Station
	Footpath and cycle links to Swanscombe
400	Health centre
500	1 FE Primary school and multi – agency space
625	Implement vehicle monitoring scheme
750 in each centre	200 sq m of comparison floorspace provided
1000	Community centre in east village
	Provide interim life long learning centre
	Local play space
1500	Local park, neighbourhood play spaces, multiuse games area

1800	Ambulance hard standing, community pitches
2000	Police contribution
	Allotments and another local play space
2500	Improvements to Bean junction completed
	Secondary school and second primary school
	Sports hall
3000	Site made available for a religious facility
	Second local park, Neighbourhood play space, local park
	Access to Watling St
	Limits on comparison floorspace until 3000 homes occupied
3500	If no decision for secondary school Life Long Learning Facility to be provided
	4 GP surgery
	Direct Fastrack link between Bluewater, Eastern Quarry and Ebbsfleet
	Minimum of 4ha of urban park
4000	Through route between all boundaries to be provided
5000	Fastrack route across site
	More playing fields, multi use games areas and local play space
	Completion of major urban park
5500	GP facility if required
6000	More community pitches, community sports hall (if not provided dual use with school), local park
	Second community centre in Western village
	Site for religious facility
Floorspace	
300 sq m	No more retail A1 until other A uses provided
	Police provision and job centre in market centre
600 sq m	No more retail A1 until other A uses provided
Other	
Market centre	Public transport, vehicular and pedestrian/cycling links from any area of development of more than 300 dwellings
	Provision of cycle/pedestrian connection to Northfleet West Substation site and Fastrack bus stop to facilitate access

8.5 Thresholds for primary and secondary school(s) are indicative and timescale for delivery will be subject to on-going review of occupations and children present in households both on-site and in the surrounding area which will be considered through the Education Review Group (Developer and Kent County Council).

8.6 The outline permission and conditions set floorspace maxima for each land use type with an overall floorspace for development not to exceed 870,000sq m. These are:

Type	Quantity/floorspace
Residential	6250 homes (646,500 sq m)
B1 uses	120,000 sq m

A uses	26,000 sq m (A1: 16,900 sq m)
D2	24,000 sq m
Hotel	11,000 sq m
Community Facilities	50,000 sq m

These are maxima figures and in total exceed the overall maximum permitted floorspace at the site.

8.7 A site wide master plan for the development was approved in March 2008 and shows the development being divided into 3 residential "villages" plus other smaller areas which will have predominantly leisure or commercial uses. The developer has named the three villages Castle Hill, Alkerden and Western Cross. The developers are reviewing further options regarding the site wide master plan.

8.8 Further to the site wide floorspace maxima outlined above, the development parameters document supporting the planning applications which has been approved as part of the outline consent sets out maxima figures for each village. These are;

	East Village (Castle Hill)	Central Village (Alkerden)	West Village (Western Cross)	Eastern Gateway	Peninsula
Residential	2900 units	2900 units	3200 units	0	120 units
B1 office	2000 sq m	23000 sq m	9000 sq m	105000 sq m	3000 sq m
A retail	2000 sqm	25000 sq m	2500 sq m	500sq m	2000 sq m
D2 Leisure	1500 sq m	4000 sq m	1500 sq m	1000 sq m	21000sq m
D1, D2 community facilities	9000 sq m	29000 sq m	8000 sq m	4000 sq m	5000 sq m
C1 Hotel	0	11000 sq m	0	0	0

These are maxima figures and in total exceed the overall maximum permitted floorspace at the site

Spatial Concept and Capacity

8.9 *The outline permission is accompanied by a number of supporting statements which have been approved by the Council. A Design and Access Strategy for the site⁵ provides background to the overall spatial concept for mixed-use development and indicative densities within the site. The document states that the housing areas will provide a 'wide range of dwelling types, sizes and tenure', that 'the housing choice will range from 1 bedroom*

⁵ EQ2 Site Wide Design & Access Strategy November 2007, approved by the Council

flats to large detached houses'; and that 'each of the villages will have at its heart a mixed use centre which will serve local needs' where 'these centres will include retail, community, business and leisure floorspace together with higher density residential development'. The Design and Access Strategy also states that 'the average density of development is around 60 dwellings per hectare' and sets out an indicative range of densities depending on location: with lower density (beyond 400m of Fastrack) of 30 dwellings per hectare; medium density (within 200-400 m of Fastrack) of up to 60 dwellings per hectare; and higher density (within 200m of fastrack) of 60 and more dwellings per hectare.

8.10 These indicative residential densities provide for a flexible approach to mixed-use development whilst retaining the key spatial elements of the development set out in paragraph 8.2.

Castle Hill

8.11 An Area Master Plan was approved in March 2008 relating to both the eastern village (Castle Hill), and the adjacent North East local park. It addresses issues of character and form of the village and sets out how the specific requirements set out in the conditions of the outline planning permission will be met. The Castle Hill area will include a primary school, multi agency space, community centre, religious facility, health centre and private nursery.

Figure 7 Eastern Quarry Master Plan



8.10 Planning permissions/applications, supporting strategies, Reserved Matters and master plans at Eastern Quarry (EQ2)

Reference	Description
DA03/01134	Eastern Quarry outline planning permission and sec 106 - approved
EQ2 Transport Strategy EQ2 Utilities Framework EQ2 Community Participation Strategy EQ2 Site Wide Design & Access Strategy EQ2 Phasing Strategy EQ2 Landscape and Open Space Strategy EQ2 Communities and Leisure Facilities Strategy EQ2 Sustainable Development Strategy EQ2 Public Realm Strategy EQ2 Education Delivery Strategy EQ2 Public Art Strategy	All approved
DA07/01318	Site wide master plan - approved
DA07/01319	Utilities Framework - approved
DA07/01320	Signage Design Guide - approved
DA07/01321	Historic Environment Framework- approved
DA07/01323	BAP Implementation plan - approved
DA07/ 01325	Water Management Plan
DA08/0277	Waste Management Plan - approved
DA08/0278	Contamination Strategy – approved with regard to parts of site
DA07/01315	RM - Main Streets - approved
DA07/01316	RM – Land forming for new park - approved
DA07/01317	RM – permanent landscaping of areas - approved
DA07/01326/EQCHC	Castle Hill area master plan approved
DA08/00536/FUL	Washmills buildings for retention - approved
08/01090/EQCHC	Pumping station- approved
08/01553/EQCHC	Street lighting- approved

9 Northfleet West Substation

- 9.1 Dartford Council resolved, in principle, to grant planning permission in December 2008 for a mixed used development at NWSS subject to the completion of a section 106 agreement and the approval of supporting strategies. There are a number of milestones that have to be reached before the consent can be realised. The site is considered to have high potential for archaeological deposits. Recent work adjacent to the site has revealed internationally important Palaeolithic archaeology. The requirement for preservation in situ of potential remains has resulted in the possibility of a substantial portion of the site not being developable

and this has been reflected in the range of dwelling numbers proposed in the planning application. A number of investigations have and are being undertaken before a final site capacity is agreed. Phase one and two of the archaeological investigation is nearing completion. This will provide the relevant evidence to guide the number of dwellings to be provided at the site and enable a number of strategies to be submitted and a legal agreement between the parties to be finalised. Once these milestones have been achieved the proposal will be reported back to the Development Control Board for decision.

- 9.2 The proposed development comprises of residential, business use, retail, community uses, open spaces and associated uses and infrastructure. The distribution of land uses, quantity and floorspace is set out below.

Type	Quantity/floorspace
Homes	Between 1,000 to 1,500
B1 uses	Up to 10,000 sq m
A uses	Up to 2,500 sq m
D1 uses	Up to 4000 sq m
D2 uses	Up to 500 sq m
Hotel	Up to 5,000 sq m

- 9.3 The form of development envisaged at the site is a local centre to the north of the site which will be an area of mixed use with land for a primary school and community uses adjacent; the remainder of the site is proposed for residential development and the provision of a hotel. The site has limited access with the only possible vehicular access from the eastern boundary via an existing roundabout. The development will form a "village" in its own right with a local centre and supporting facilities whilst being subservient to the EQ2 market centre for higher order facilities. Other elements of the development proposal are;

- Provision of a Sustainable Drainage System
- A public transport orientated development

- 9.4 Strategies regarding transport, design and landscape and sustainable development will be approved by the Council prior to the grant of planning consent and the legal obligation will ensure that the development is built in accordance with these strategies. Due to the time period for build out of the proposed development and its relationship with the adjacent EQ2 site there is a need to retain flexibility in the way facilities are provided. The principles established in the approved strategies will set clear development principles that will enable future development flexibility but also provide control over the scheme's quality as time proceeds.

- 9.5 The planning approval framework is contained in the draft conditions linked to the outline approval in principle and is similar in approach to that of EQ2 with later phases being subservient to earlier phases.

Stage	Type of consent
1	Archaeology framework, water management plan
2	Master Plan, phasing plan, biodiversity strategy, utilities framework
3	Public realm strategy, design code, public art strategy, signage design guide, sustainable construction code, water conservation plan
4	Reserved Matters

9.6 Planning application details at NWSS

Reference	Description
DA05/00308/OUT	Outline application

10 Links between Ebbsfleet Valley developments

10.1 Opportunities for creating a coherent sustainable community across Ebbsfleet Valley has been a major consideration in the design of the individual developments and in the Council's determination of the various outline applications and supporting strategies. Particular attention has been given to potential provision and location of higher order supporting facilities that are required to meet needs arising throughout the Valley as a whole and the creation of pedestrian, cycle and public transport links between the sites and to existing settlements nearby. Land Securities have created a web site regarding proposals at Eastern Quarry 2 and Ebbsfleet.⁶

10.2 The quarrying activities at Eastern Quarry have left a substantial grade difference between the levels of the EQ2 and NWSS sites and this creates a topographical separation of the two sites. There is potential for limited cycle and pedestrian access between the EQ2 and NWSS sites and additionally there are excellent opportunities to create links between NWSS and Ebbsfleet.

⁶ www.ebbsfleetvalley.co.uk

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AGENDA ITEM 7

EXTRACT OF MINUTES

CABINET
THURSDAY 9 MARCH 2017

Open subject 7/4/17



The Chairman then referred to the proportion of CIL that is allocated to Parish/Town Councils and unparished areas and said that those responsible for allocating funds to projects in each local area should be made aware of the need to work in partnership with the Borough Council, and combine their proportion of CIL funding with that held by the Borough Council, in order that larger projects (e.g. the delivery of new local health related or educational facilities) may be considered. The Head of Regeneration noted that discussions relating to investment in shared infrastructure and the need for Parish/Town Council support were proposed to take place.

In response to a question relating to whether the Parish/Town Council proportion of CIL could be used to maintain street lighting the Head of Regeneration advised that CIL funding should be used to address the demands that development places on an area and that careful arguments would have to be put forward in order for it to be used to replace or maintain existing infrastructure.

RESOLVED:

1. That the governance arrangements for decision-making and monitoring of CIL monies, as set out in paragraphs 5.1 to 5.8 and Appendices A, B and D of this report, be agreed.
2. That a CIL Steering Group be set up in accordance with the proposals in paragraphs 5.5 to 5.6 of the report.
3. That proposals for liaison with Town and Parish Councils on joint infrastructure priorities, as set out in paragraphs 5.11 to 5.12 of the report, be agreed.
4. That detailed proposals for engaging with local communities on the spending of local CIL funding in unparished areas be developed and reported to Cabinet.
5. That, for the reasons outlined in paragraph 5.17 of the report, a CIL exemption policy not be introduced at the current time and that the situation be kept under review.
6. That the updated online CIL guidance, as set out in Appendix E to the report, be noted.

125. CONSULTATION ON DARTFORD TOWN CENTRE FRAMEWORK

This report described the purpose and content of the Draft Dartford Town Centre Framework, which sets out a clear vision for the town centre with the aim of delivering a step change in the environment and overall experience for those using the town centre. The Framework identified actions and interventions for the improvement of public space and the town's built environment. It also provided guidance for development proposals so that

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CABINET
9 MARCH 2017

COMMUNITY INFRASTRUCTURE LEVY GOVERNANCE ARRANGEMENTS

1. Summary

1.1. This is a Key Decision as it is of such significance to the locality, the Council, or the services which it provides that the Managing Director is of the opinion that it should be treated as a Key Decision.

1.2 This report proposes governance arrangements for the funding and delivery of infrastructure which is required to support planned development in Dartford, following the implementation of the Community Infrastructure Levy (CIL) by the Council.

2. RECOMMENDATIONS:

2.1 That the governance arrangements for decision-making and monitoring of CIL monies, as set out in paragraphs 5.1 to 5.8 and Appendices A, B and D of this report be agreed.

2.2 That a CIL Steering Group be set up, in accordance with the proposals in paragraph 5.5 - 5.6 of this report.

2.3 That proposals for liaison with Town and Parish Councils on joint infrastructure priorities, as set out in paragraphs 5.11 - 5.12 of this report, be agreed.

2.4 That detailed proposals for engaging with local communities on spending of local CIL funding in unparished areas are developed and reported to Cabinet.

2.5 That, for the reasons outlined in para 5.17, a CIL exemption policy not be introduced at the current time and that the situation be kept under review.

2.6 That the updated online CIL guidance set out in Appendix E to the report is noted.

3. Background and Discussion

3.1. Since the introduction of Community Infrastructure Levy (CIL) in the Borough, it has largely replaced S106 Agreements as the principal means of collecting developer contributions. The GAC (16 December 2013: Min.No. 76) agreed the CIL charges to be applied to liable development. These are charged at a flat-rate, as set out in the CIL Charging Schedule, with the rate varying according to the use and, for some use categories, according to location within the Borough. The rates have been calculated based on the generalised viability of that type of development in the Borough.

3.2. Dartford's Core Strategy identified development of up to 17,300 homes to be delivered between 2006 and 2026, as well as significant commercial, retail and leisure development. The Plan also identified the community and physical infrastructure needed to support this level of development in the

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Infrastructure Delivery Plan. CIL will be one of the means of funding this infrastructure. It should be noted that S106 Agreements, agreed before CIL was introduced, continue to provide a significant funding stream towards new infrastructure to support development as it comes forward and this can be combined with CIL. Other sources of funding, such as Local Growth Fund, have already been successfully achieved and efforts will continue to pursue additional funding sources.

- 3.3. Unlike S106 Agreement funding, CIL monies are not allocated to a specific project but are pooled together to jointly support infrastructure requirements across the Borough. Regulations define the scope of what CIL money can be spent on, essentially infrastructure that is needed to support new development, but it is for the Council to determine what projects it funds and when, within this scope.
- 3.4. With the funding coming from development in the Borough, the Council has responsibility to ensure that it allocates the pooled funding in the most effective way so that these new developments are adequately supported by infrastructure. There is, therefore, a need to have fit-for-purpose governance arrangements in place in order to make decisions about how CIL monies will be prioritised, allocated and spent. This report considers the technical, advisory and decision-making processes necessary for appropriate management of the CIL monies and subsequent delivery of infrastructure.

4. Governance

- 4.1 As the spending authority, the Council will be responsible for all decisions on how CIL receipts within the Borough are spent. This also applies to CIL monies collected within the EDC area.
- 4.2 Whilst future CIL receipts cannot be estimated with any level of certainty, it is evident that CIL, when combined with the already identified sources of funding, will not deliver all the Borough's identified infrastructure requirements. However, not all infrastructure will be immediately required and other sources of funding may be available to help towards meeting the requirements. There will need to be an ongoing process for agreeing priority and timing of projects, taking into account funding availability and established need for the projects, as well as ongoing identification and sourcing of contributory funding.
- 4.3 Important elements of the required infrastructure, such as transport schemes, schools and health facilities are the responsibility of other authorities and S106 monies may have gone directly to them in the past, particularly to Kent County Council. The Council will now be the conduit for developer contributions to help fund these facilities. Close co-operation with service providers will be required to ensure that there is a common understanding of future housing delivery and that the infrastructure needs arising from it and the priorities for infrastructure delivery are aligned. Officers already have close working relationships with the relevant body but



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will now have the central role in determining how money is allocated between priorities.

- 4.4 The components of the governance arrangements are considered to include the following elements:
- Decision-making
 - Advisory
 - Technical/co-ordinating
 - Commissioning /Implementation
 - Accountability

Appendix A sets out the functions that need to be undertaken for each of these. It also sets out the proposed arrangement for carrying out of these functions. A flow chart of how these elements will work together is provided at Appendix B. An indicative timetable of activity throughout the year is provided at Appendix D.

5. Programme Principles

Five Year Rolling Programme

- 5.1 A 5 year rolling programme, reviewed on an annual basis is considered to be the most practicable means of managing a programme of delivery. The Strategic Transport Programme works on this basis. The programme will set out the key infrastructure items which will need to be delivered over the period in order to support growth. Infrastructure will be prioritised having regard to the likely impacts of development, existing infrastructure capacity and the availability of funding. Schemes will only be included in the programme where there is a likelihood of funding availability within the period. Schemes which are not initially included may be considered in later periods, subject to funding availability and match against assessment criteria. Schemes should not proceed to implementation until sufficient resources are available to fund them, so as not to undermine the Council's finances.
- 5.2 A five year programme will give confidence that essential infrastructure will be brought forward alongside development. It will also give the Council and other infrastructure providers a reasonable understanding of potential income streams and enable them to plan for the delivery of facilities. Since income, costs and requirements will be subject to change over the period, an annual review will allow for any necessary adjustments to ensure a deliverable and appropriate programme, as well as rolling the programme forward by a year. The programme will be reviewed each year – a full commitment could be made to those schemes where full funding is available, with other projects identified as awaiting future resources.
- 5.3 Until now, development contributions in Dartford towards the Strategic Transport Programme (STP) have been by way of S106 contributions, with a

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specific element identified in the S106 towards STP. In future, the STP contributions will increasingly be by way of CIL. This funding does not provide for specific allocation of the money for a particular purpose but rather requires the Council to determine how the money will be allocated between schemes. In preparing the 5 Year Programme a contribution towards the STP funding pot will, therefore, be considered alongside other infrastructure requirements and decisions made on relative priorities.

- 5.4 Appendix A sets out the data collection and analysis that will need to be undertaken in preparing the draft programme. This work will be undertaken by the CIL Lead Officer, in liaison with external infrastructure providers. The draft programme will also be informed by bids from external bodies requiring CIL funding for infrastructure within the Borough. It is proposed that there is an annual bidding process, with bids considered against assessment criteria. The assessment criteria are proposed to be agreed by the CIL Steering Group, with indicative criteria provided at Appendix C. Subsequent amendment of these criteria will be guided by lessons learnt from experience and will fall within the remit of the Steering Group.

CIL Leader's Steering Group

- 5.5 It is proposed that a CIL Leader's Steering Group is set up to act as an advisory group on CIL matters. The critical decision-making powers will be retained by Cabinet. The Steering Group will consider the prioritisation of bids to form the 5 year programme, consider the technical assessment carried out and rationale for the 5 year programme and present its advice to Cabinet on the programme. It will also consider monitoring reports and other CIL related matters, such as the criteria for the assessment of bids and advice on potential future changes to the CIL rate.
- 5.6 It is proposed that the Steering Group (the Group) will comprise of 4 Dartford Members (3 from the political group forming the administration and 1 main opposition group member), 2 Officers from Dartford Council, as well as representatives from key infrastructure providers. These should include Kent County Council (1 officer and 1 member), the Clinical Commissioning Group (CCG) (1 officer), Highways England (1 officer), the Environment Agency (1 officer) and the EDC (1 officer). It will be chaired by a Dartford Member. The leaders of Dartford's two largest political groups will nominate their representatives to the Group. The external bodies will be invited to do likewise. It will be open to the Group, with the agreement of the Chairman, to invite representatives from other bodies to join the Group either on a one-off or permanent basis, so as to assist with the work of the Group.

Budget Considerations

- 5.7 As with other capital spending, it is proposed that the CIL overall spending envelope is determined each year by GAC as part of the budget considerations, with indicative spending provided for the 3 year period. This will normally follow a Cabinet decision on proposed allocation of monies in

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December each year (see indicative timetable, Appendix D). In this first year a provisional £2m spending envelope has been set out in the Budget to be considered by the February GAC. It is proposed that initial consideration of a 5 year rolling programme for the forthcoming financial year takes place at the October 2017 Cabinet meeting. Spend in any year must not exceed the spending envelope, although it could be less, with the CIL funding rolled forward for future years expenditure. With the known large items of infrastructure, including schools and health facilities, not ready to commence spending this year, it may not be necessary for any spend to take place this year.

- 5.8 Any mid-year amendments arising from unforeseen circumstances will also be brought to Cabinet for approval, providing they are within the overall envelope agreed by GAC. In circumstances where an urgent decision is required which does not fall within Cabinet timescales, a decision will be made under delegated powers, providing it is within the overall spending envelope. It is envisaged that service providers will need separate approval for implementation of schemes through their own decision-making processes and they will be responsible for actioning this, as currently. Comments from external bodies, carried out as part of the liaison and consultation process, will be presented to Cabinet to inform the decision on the five year programme.

CIL Neighbourhood Proportion

- 5.9 CIL Regulations require that 15% of CIL receipts received from development in a parish or town council area is passed to those Councils, rising to 25% if a Neighbourhood Plan has been adopted. The same proportions apply in unparished areas, with the Council responsible for putting arrangements in place to determine spend of these monies. The neighbourhood proportion should be used on local priorities. This does not have to be limited to infrastructure but can be used to support the development of the Town/Parish Council's area including anything in addition to infrastructure that is concerned with addressing the demands that development places on an area.
- 5.10 The CIL proportion is passed on to the relevant town/parish councils twice a year. As at October 2016, £188,426 had been passed to these councils. The majority has gone to Stone Parish Council as most CIL liable development has commenced in this area. Parish/town councils are required to provide an annual update to Dartford Council on CIL neighbourhood monies they have received. This must set out the total receipts from CIL received that year; total expenditure; a breakdown of expenditure by individual projects; and total receipts retained from the reporting and previous years. The first annual update from Town and Parish Councils will be reported to Cabinet as part of the Dartford Council's CIL Annual Report, which is due in December 2017.

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- 5.11 The CIL Regulations require that parish and town councils work closely with the CIL authority (Dartford Council, in this case) to agree spending priorities. National guidance advises that in deciding what to spend the neighbourhood portion on, the charging authority and communities should consider such issues as the phasing of development, the costs of different projects (e.g. a new road, a new school), the prioritisation, delivery and phasing of projects and the importance of certain projects in supporting development and growth. It is proposed that as part of the process of preparing the 5 Year Programme, formal liaison is undertaken with the Parish/Town Councils so that common infrastructure priorities can be agreed. It is proposed that the existing Town and Parish Council Forum is used as a vehicle for discussion and reporting on CIL progress, joint infrastructure priorities and the 5 Year Programme.
- 5.12 In areas of high CIL-liable growth, such as in Stone currently, there is particular potential for aligning priorities and identifying joint schemes for the use of the Borough and Neighbourhood CIL funding. It is proposed that Officers explore the potential for joint funding through bi-lateral discussions in such cases. Where agreed between the parties, the local proportion may be used to contribute to infrastructure schemes within the Council's 5 Year Programme, either inside or outside the particular parish/town area.
- 5.13 The total receipts held for unparished areas amount to £146,886. CIL receipts have been received for most of the 8 unparished wards in the Borough, with Town ward having received the highest proportion. This is likely to continue, given the focus of forthcoming CIL-liable development in Town ward.
- 5.14 In the unparished areas, the Council is required to engage with those communities where CIL monies have been received to determine how the neighbourhood proportion should be spent. National guidance advises that this should primarily be through existing community engagement channels and can include local groups, businesses and ward councillor networks. There are existing engagement mechanisms including the Town Centre Forum and the ward councillor networks that could be used to engage on local CIL priorities. There are other mechanisms which are not specifically aimed at the unparished areas but could be used to target these areas. This includes the Council's website, email alerts, the youth and elderly forums and engagement with local residents at events such as the Dartford Festival to seek views on local priorities and projects.
- 5.15 As with CIL monies in parished areas, local CIL monies may be applied to local projects as well as more strategic projects identified in the Council's Infrastructure Delivery Plan (IDP) which are needed to support growth. It is proposed that after a local engagement process, recommendations for unparished areas proportion are submitted to Cabinet as part of the annual approval process. A more detailed report setting out proposals for local engagement will be submitted to Cabinet following the next transfer of local funds in May 2017.



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Update of CIL Guidance

- 5.16 Advice on the application of the CIL charge is available on the Council's website, to assist those bringing forward development. To ensure guidance remains useful and up-to-date, it is proposed to refresh the website with revised 'frequently asked questions' on matters relating to collection, calculation and liability of Dartford's CIL. This document (see Appendix E), helps clarify the application of the charges, and provides examples and further information sources.
- 5.17 It is possible for the Council to consider exemptions from CIL, in some circumstances which go beyond the statutory exemptions. The Council may consider whether it is appropriate for a policy to allow exemptions to be put in place. However, taking into account the high level of infrastructure needed to support new development and the shortage of funding to address all the requirements, Officers recommend that an exemption policy would at this point of time be unhelpful. It could enable new development to come forward which places a burden on infrastructure but which would not make a contribution to providing new infrastructure that is needed. In the worst case scenario, the absence of an exemption policy may mean that a development is unviable and cannot come forward at the time. Officers are of the view that the risk of this is limited in current market circumstances. A failure of a small element of housing to come forward would not risk the Council achieving its overall housing objectives and delivery, given the very strong housing delivery at the current time. It is possible for the Council to consider its position on an exemptions policy at any time. If circumstances should change in the future, an exemption policy could be introduced at a later date.

6. Corporate Plan Objectives

To ensure that regeneration in Dartford is sustainable and of benefit to all of our communities

To reduce overall health equality in Dartford and to provide for a rich and varied quality of life

7. Financial, legal, staffing and other implications and risk assessments

Financial Implications	The proposals contained within this report will ensure that spending on infrastructure projects will not exceed the monies collected through CIL contributions, or the combined funding from additional sources, where the project has multiple funding sources.
Legal Implications	The use of CIL monies is limited by regulatory requirements. Regulations also require the monitoring and reporting of CIL receipts and spending. The regulatory requirements have

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Public Sector Equality Duty Crime and Disorder duty	<p>been taken into account in the proposals in this report.</p> <p>There are no specific Public Sector Equality Duty and Crime and Disorder Duty implications arising from this report. However, individual infrastructure projects will need to be assessed against these duties as they come forward.</p>
Staffing Implications	The administration of CIL governance arrangements will be carried out within existing staff resources. There is provision within the CIL regulations for up to 5% of CIL contributions to be used for administration of CIL. This provision is being used.
Administrative Implications	See above.
Risk Assessment	There is a risk of overspend on individual projects within the 5 Year Programme. Legal agreements will be entered into for each individual project, with the risk of overspend resting with the delivery agency.

8. Appendices

- Appendix A - CIL Governance Arrangements
- Appendix B - Flowchart
- Appendix C - Indicative Criteria for Prioritisation of CIL Funding
- Appendix D - Timetable for Annual CIL Process
- Appendix E – Dartford Community Infrastructure Levy Guidance

BACKGROUND PAPERS

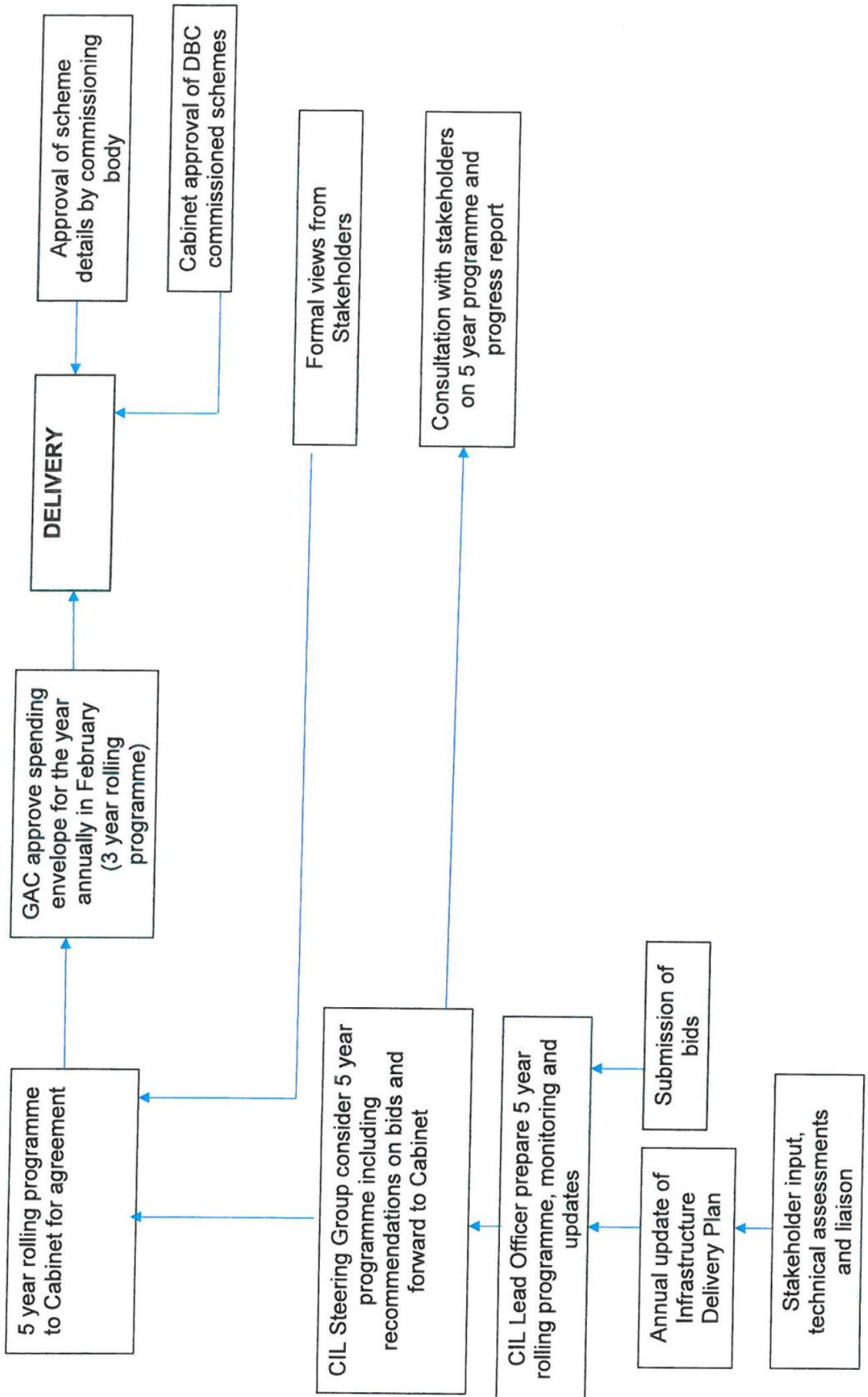
<u>Documents consulted</u>	<u>Date / File Ref</u>	<u>Report Author</u>	<u>Section and Directorate</u>	<u>Exempt Information Category</u>
		Teresa Ryszkowska (01322) 343631	Regeneration	N/A

APPENDIX A: CIL GOVERNANCE ARRANGEMENTS

Role:	Remit:	Proposal:
Decision-making	<ul style="list-style-type: none"> • Approval of a rolling five year CIL spending programme, on an annual basis and any mid-year amendments (subject to delegations for urgency reasons) • Agreement to Regulation 123 list (infrastructure that will be wholly or partly funded by CIL) and any amendments to it • Changes to the CIL charging level • Changes to the instalment policy • Matters related to governance arrangements for the decision-making and spending of CIL monies 	<p>Reports to DBC Cabinet for agreement.</p> <p>It is expected that other service providers, e.g. Kent County Council, may need separate approval for elements of the programme which they are delivering. Comments from them will be included in the DBC Cabinet report.</p>
Advisory	<ul style="list-style-type: none"> • Annual CIL spending envelope and 3 year rolling programme • Monitoring of scheme • Consideration of technical advice • Consideration and prioritisation of bids to form part of 5 year programme • Advice to DBC Cabinet on rolling five year programme and other CIL matters reported to Cabinet 	<p>Part of Annual Budget Report to February GAC.</p> <p>Steering Group comprised of Members and Senior Officers of DBC and service providers. Chaired by DBC Member</p>
Technical/ Co-ordinating	<p>Development of a draft rolling five year CIL programme, based on the following technical inputs:</p> <ul style="list-style-type: none"> • Forecasting of development trajectories • Identifying infrastructure and its phasing needed to support development in a timely way/Infrastructure Plan updates • Consideration of criteria for prioritisation of schemes • Monitoring of development • Monitoring of scheme delivery 	<p>Led by CIL Lead Officer who undertakes and commissions work. Liaison with infrastructure providers/ other interests as necessary. Collation and co-ordination of data inputs from other service providers. Consultation with stakeholders/local community. Assessment of bids submitted by other</p>

	<ul style="list-style-type: none"> • Monitoring and forecasting of income and expenditure • Co-ordination with other funding sources • Consultation with stake-holders and local community • Delivery of projects 	<p>bodies, for consideration by Steering Group.</p>
<p>Commissioning/ Implementation</p>		<p>Dependent on lead authority. In some cases this may be DBC but largely assumed to be delivered by service providers</p>
<p>Accountability</p>	<ul style="list-style-type: none"> • Annual report on CIL receipts and spending presented to Cabinet • Annual report reported on Council website • Five year rolling programme published as part of Annual Report • Annually updated Infrastructure Plan 	<p>Prepared by CIL Lead Officer</p>

APPENDIX B: FIVE YEAR ROLLING PROGRAMME



APPENDIX C: INDICATIVE CRITERIA FOR DETERMINING ELIGIBILITY AND PRIORITISATION OF CIL FUNDING

A. Eligibility Criteria

1. Eligibility against CIL regulations (failure to meet this criterion rules out bids)
2. Potential funding availability (including contribution from other sources) to enable project to be delivered to proposed timescale

Where it is demonstrated that infrastructure projects can meet the above criteria, they will be prioritised using the criteria below

B. Prioritisation of CIL Funding

3. Consistency with Corporate Plan objectives, Infrastructure Delivery Plan or other identified Council priorities
4. Deliverability of scheme : dependencies/obstacles to delivery
5. Urgency of scheme to meet identified demand and unlock development
6. Critical dependencies e.g. if infrastructure unlocks more than one site
7. Potential for CIL funding to lever in additional funding sources, e.g. CIL Neighbourhood Proportion

APPENDIX D: ANNUAL GOVERNANCE ARRANGEMENTS TIMETABLE

April to August	Monitoring of funded projects Liaison with third parties and updating of infrastructure requirements New project identification and assessment Forecasting of future CIL income
September	Prepare Draft 5 Year Rolling Programme
October	CIL Steering Group consider 5 Year programme
November	Formal consultation with stakeholders
December	Recommendation on 5 Year Rolling Programme to Cabinet Annual Monitoring Report to Cabinet
February	Forthcoming year CIL spending envelope and 3 Year Rolling Programme

1) Examples of how CIL is calculated

Site	Proposed Development & Gross Internal Floorspace in square metres (SQM)	CIL Liable?	Chargeable area and CIL calculation
No existing buildings	Single new dwelling (95 sqm)	Yes	Liability is 95sqm multiplied by £200 (Dartford rate for housing development under 15 units) multiplied by the relevant inflation index. Whilst the floorspace is under 100 sqm the proposal is CIL liable as a new dwelling is being created.
Existing dwelling	Extension to existing dwelling (30 sqm)	No	Not liable as the extension is under 100 sqm and a new dwelling is not being provided.
Existing dwelling	Residential annex (105sqm)	Yes – but exemption may be applied for	Liability is 105 (sqm) multiplied by £200 (Dartford rate for housing development under 15 units) multiplied by the relevant inflation index. The proposed extension is over 100 sqm. Note: the charge could be reduced to zero if a residential annex exemption application is received and approved.
Existing dwelling - in use*	Demolition of existing (100 sqm) and erection of new dwelling (125 sqm)	Yes	Liability would be 25 (sqm) multiplied by £200 (Dartford rate for housing development under 15 units) multiplied by the relevant inflation index. The charge is calculated by subtracting 100 (sqm existing dwelling) from 125 (sqm new dwelling).
No existing buildings	Erection of 25 new dwellings (2500 sqm)	Yes	Liability is 2500 (sqm) multiplied by relevant Dartford rate (either £100 or £200 depending on location)

	Including 9 affordable homes (900 sqm)		multiplied by the relevant inflation index. Note: this could be reduced to 1600 (sqm) multiplied by the Dartford rate if an application for social housing relief is received and approved.
No existing buildings	Erection of office (90 sqm)	No	The proposal is under 100 sqm and does not create a new dwelling
Warehouse – in use*	Demolition of warehouse (500 sqm) and erection of offices (2,000 sqm)	Yes	Liability would be 1,500 (sqm) multiplied by £25 (appropriate Dartford rate) multiplied by the relevant inflation index. The charge is calculated by subtracting 500 (sqm existing warehouse) from 2,000 (sqm new offices).
Warehouse – not in use	Change of use of warehouse (500 sq. m) with an new extension (90 sq. m) to retail	No	The proposal creates under 100 sqm of new build floorspace and does not create any new dwellings

Note: if the existing floorspace had not been occupied for at least 6 months in the last 3 years for a lawful use then, according to the CIL regulations, the floorspace is considered as not in use and cannot be discounted from chargeable development floorspace.

When does the payment have to be made?

If the correct procedure is followed, the charge has to be paid within 60 days of commencement of development. If the correct procedure is not followed the charge is due on commencement. The Council has published an instalment policy on its website to enable charges of £100,000 or over to be paid in phases, so as to assist with cash flow issues on larger schemes. The instalment policy is available on the Council's website.

APPENDIX: Dartford CIL Rates & Zones

Table of Rates

(Please also refer to the formal adopted Charging Schedule on-line)

CIL Rate (per square metre)	Zone	Development Type	Type of development included ¹ and use classes ²
		Residential	Dwelling houses and self-contained sheltered or specialist accommodation (but not extra-care housing) C3
£200	A	All residential development	
£200	B	Residential development of less than 15 homes, providing solely market housing	
£100	B	Residential development of 15 homes or more, providing a housing mix which includes a proportion of affordable housing	
		Retail	All retail development including offices providing financial and professional services to the public, restaurants, other eating places and hot food takeaways A1 – A5
£125	D	All retail development above 500 sq m	
£65	C	Supermarkets/superstores (above 500 sq m)	
£0	C and D	All other retail development	
		Other Development Types	
£25		Office Industrial Hotel Leisure	<ul style="list-style-type: none"> • Offices other than those that are for the purpose of providing financial or professional services to visiting members of the public <i>B1a</i> • Development that is to be used for business, general industrial, storage and distribution purposes <i>B1, B2 and B8</i> • Hotels <i>C1</i> • Leisure facilities such as

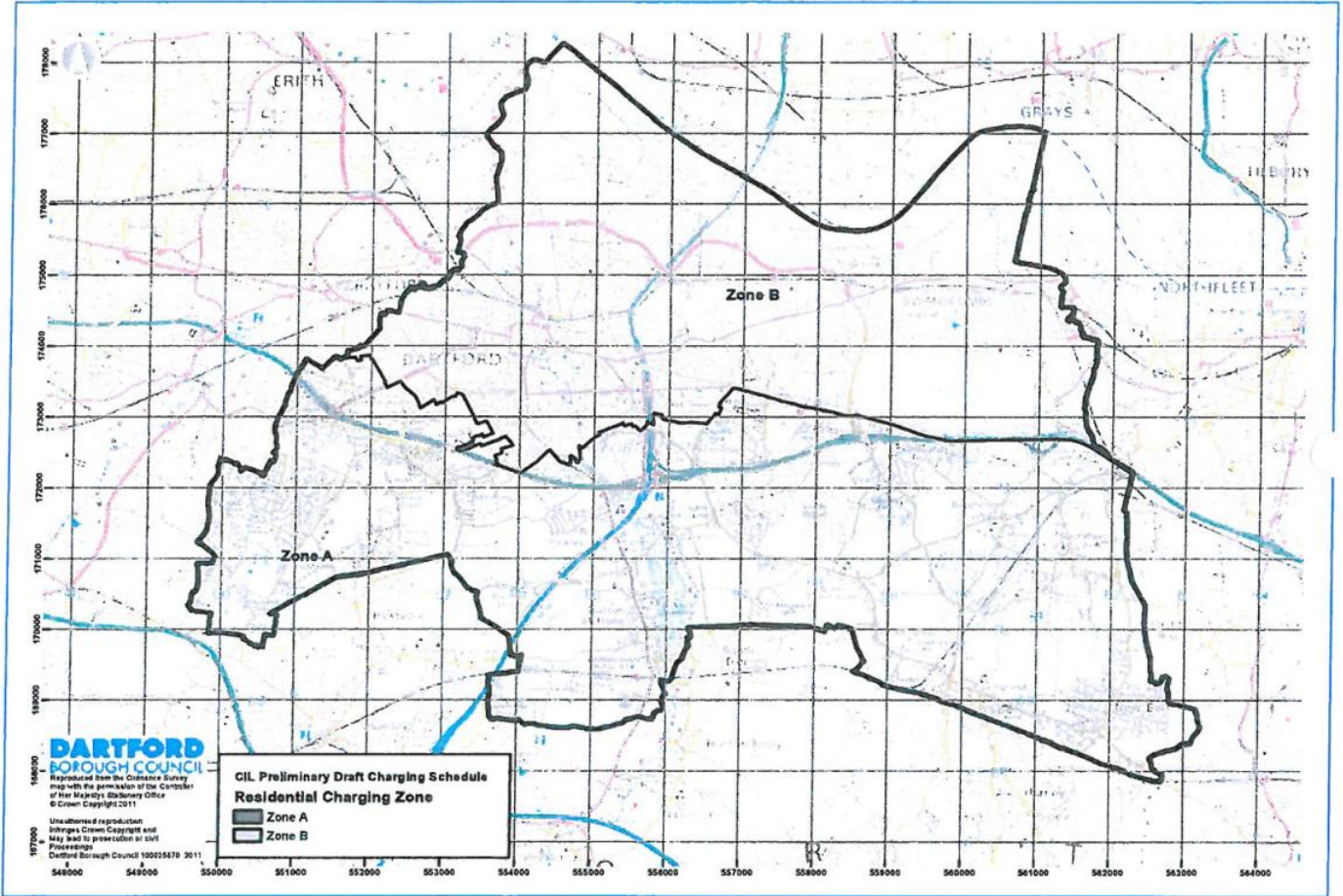
¹ Based on the typologies used in the Dartford CIL Viability Assessment 2012

² Use Class Order 1987

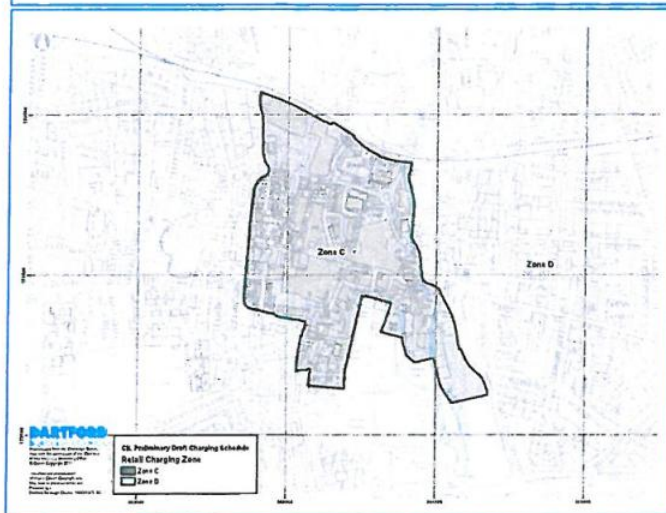
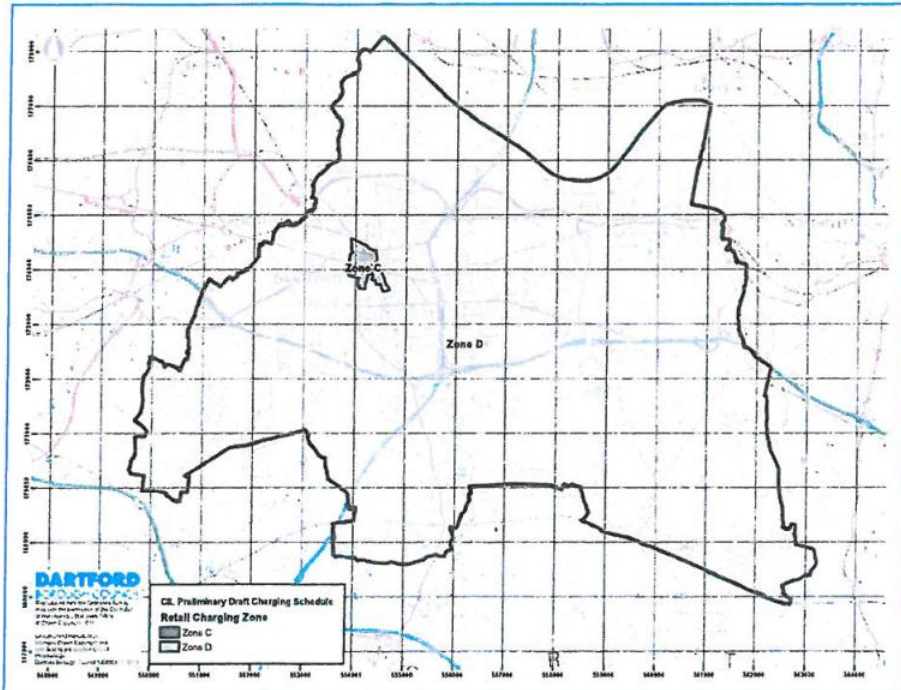
				cinemas, sports centres, sports and concert venues etc. <i>D2</i> ³
£0			Any development types not identified elsewhere in the schedule	

³ May not apply to all D2 uses

Residential Charging Zones



Retail Charging Zones (with large scale Zone C map)



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