LOCAL PLAN REVIEW

DUTY TO COOPERATE STATEMENT



MAIDSTONE Borough Council

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1. Introduction

1.1. The Localism Act 2011 through clause 110 established the 'duty to co-operate, which applies to all local planning authorities, national park authorities and county councils in England. The duty to co-operate also applies to specific public bodies. The 'duty' is requirement for public bodies to co-operate in relation to strategic cross-boundary matters in the preparation of development plan documents, other local development documents, and marine plans.

Purpose of the document

1.2. This statement sets out the Council's approach to cooperation on key strategic issues in the Local Plan Review. This document forms part of the evidence-base for the Maidstone Borough Council Local Plan Review. It identifies the requirements set out in the NPPF, guidance, and legislation; and demonstrates how the Council has met those requirements.

What is the DtC?

1.3. Section 110 of the Localism Act 2011 sets out the 'duty to co-operate'. This requires local planning authorities, county councils and a number of other public bodies to co-operate in relation to strategic cross-boundary matters in the preparation of development plan documents, other local development documents, and marine plans. It is part of the legal test for examination of development plan documents.

1.4. The duty relates to strategic matters of sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council.

1.5. The duty requires local planning authorities to:

- engage constructively, actively and on an ongoing basis;
- set planning policies to address such issues; and
- consider joint approaches to evidence collection and plan making
- Underpinned by legislative framework listed below.

Legal and Policy Context

1.6. The Localism Act of 2011 forms legal basis for the Duty to Cooperate by inserting section 33A into the Planning and Compulsory Purchase Act 2004. This defines the bodies that fall under the duty. Including local planning authorities, county councils and other prescribed bodies.

1.7. The Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2012 adds further details. Such as the other bodies this duty applies to i.e.Prescribed bodies.

Planning policy

1.8. The 2021 revised NPPF in paragraph 24 – 27 stipulates that LPA's have a duty to cooperate with each other and other prescribed bodies on a range of cross-boundary strategic issues in an effective and continuous manner. There is a requirement to maintain an effective and on-going joint working which is to be demonstrated by the preparation of one or more "Statements of Common Ground" where there are cross-boundary issues. The Statement of common ground will be produced in addition to the Duty to Cooperate statement.

Planning practice guidance

1.9. Planning Policy Guidance makes it clear that while the duty to cooperate is not a duty to agree, LPA's should make the effort in seeking and securing the necessary cooperation on strategic cross-boundary issues before submitting plans for examination.

1.10. In undertaking its Duty to Co-operate and compiling this document, MBC has given due regard to the PPG along with emerging case law and recent examination outcomes that provide further clarity on these requirements. Collectively these have helped inform MBC's strategy and approach to DTC and MBC has undertaken to ensure that:

- Discussions were more than mere consultation, that there must be engagement on a constructive, active and ongoing basis.
- MBC has done all it reasonably could to maximise the effectiveness of plan making in relation to strategic cross-boundary matters.
- MBC has genuinely, based on its actual actions and attitude, tried to resolve issues through co-operation and clearly set out what have been the outcomes.
- The process was meaningful
- The process was diligent and supported by robust evidence of what has taken place.
- The focus of engagement remained on outcomes and maximising the effectiveness of plan preparation.

The Prescribed Bodies

1.11. The Town and Country Planning (Local Planning) (England) Regulations 2012 specifies which bodies the duty applies to, referring to them as prescribed bodies. These include:

- the Environment Agency;
- the Historic Buildings and Monuments Commission for England (known as English Heritage);
- Natural England;
- the Mayor of London;
- Transport for London;
- the Civil Aviation Authority;
- the Homes and Communities Agency;
- Primary Care Trust

- the Office of Rail Regulation;
- Transport for London
- Integrated Transport Authority;
- Highway authority;
- Marine Management Organisation; and;
- Local Enterprise Partnership.

1.1. In this context the bodies that Maidstone Borough Council has a duty to cooperate with are:

- Kent County Council
- Tunbridge Wells Borough Council
- Ashford Borough Council
- Swale Borough Council
- Tonbridge and Malling Borough Council
- Medway Council
- Environment Agency
- Historic England
- Natural England
- Homes England
- Highways England
- Kent & Medway Clinical Commissioning Group
- Office of Rail Regulation
- South East Local Enterprise Partnership

1.2. The Duty to Co-operate bodies specified in the Regulations but considered *not* to apply in the context of the Maidstone Borough Council are:

- the Mayor of London;
- Transport for London;
- the Civil Aviation Authority; and;
- Integrated Transport Authority.

Strategic Context

1.12. The borough of Maidstone covers approximately 40,000 hectares and is situated in the heart of Kent. Maidstone is the County Town of Kent and approximately 75% of its 171,800 population live in the urban area.

1.13. The Maidstone urban area, located in the north west of the borough, has a strong commercial and retail town centre, with Maidstone comprising one of the largest retail centres in the south east. A substantial rural hinterland surrounds the urban area, part of which enjoys designation due to its high landscape and environmental quality. The borough encompasses a small section of the metropolitan green belt (1.3%), and 27% of the borough forms part of the Kent Downs Area of Outstanding Natural Beauty (AONB).

1.14. The borough is strategically located between the Channel Tunnel and London with direct connections to both via the M20 and M2 motorways.

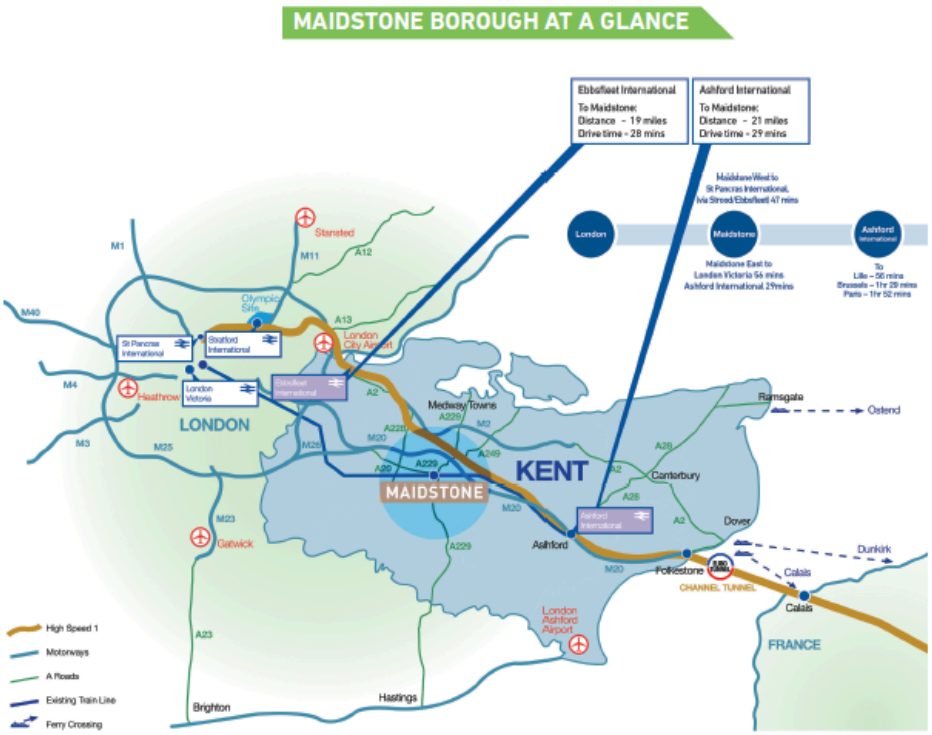


Figure 1. Maidstone Borough strategic context

1.15. In terms of neighbouring authorities, figure 2 below details those boroughs with which Maidstone shares a boundary:



Figure 2. Neighbouring Local Planning Authorities

2. Identified Strategic issues

2.1. The table below identifies the strategic issues identified through the plan making process.

NPPF	**Strategic Plan**	**Local Plan Review**
Strategic Theme (Para 20)	Priorities & Outcomes	Strategic Issue
Set out an overall strategy for the scale, pattern and quality of development and make sufficient provision for…		
…Housing (including affordable housing), employment, retail, leisure, and other commercial development	**Embracing growth & enabling Infrastructure** Council leads masterplanning and invests in new places which are well designed. Key employment sites are delivered skills levels and earning potential of our residents are raised Local commercial and inward investment is increased. **Homes & Communities** Existing housing is safe, desirable and promotes good health and well being housing need is met including affordable housing Homelessness and rough sleeping are prevented. **A thriving place**	Meeting the borough's local housing need and helping to meet needs across the relevant Housing Market Area/s Ensuring a sufficient supply of affordable Housing Ensuring sufficient land and floorspace is provided to support economic growth in the borough and to contribute to the needs of the wider economic market area Ensuring that Maidstone has a vital and vibrant town centre which maintains its role in the sub-region and that a network of local centres continue to serve local retail and service needs.

	Our town and village centres are fit for the Future A vibrant leisure and cultural offer.	
Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation	**Safe, clean & green** A borough that is recognised as clean and well cared for by everyone People feel safe and are safe An environmentally attractive and sustainable borough **Embracing growth and enabling infrastructure** Sufficient infrastructure is planned to meet the demand of growth **Heritage is respected**	Ensuring that the borough's environmental assets such as the Area of Outstanding Natural Beauty, Landscapes of Local Value, the countryside and Green Belt are suitably protected and enhanced. Ensuring that the borough's biodiversity and wildlife habitats are suitably protected and enhanced ensuring that the borough's historic assets are conserved and managed Contributing to an overall improvement in air quality, in particular in the Maidstone Air Quality Management Area. Managing the risk of flooding from all sources. Taking a proactive approach to mitigating and adapting to climate change
Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)	**Embracing growth & enabling infrastructure** Sufficient infrastructure is planned to meet the demands of growth	Ensuring sufficient transport infrastructure is provided to serve the new development that is planned. Ensuring sufficient utilities infrastructure is provided to serve the

		new development that is planned.
Community facilities (such as health, education and cultural infrastructure);	**Homes & communities** Community facilities and services in the right place at the right time to support communities A diverse range of community activities is encouraged. **Safe, clean and green** Everyone has access to high quality parks and green spaces People are safe and feel safe **A thriving place** A vibrant leisure and cultural offer	Ensuring that sufficient provision is made for health and education to serve the new development that is planned. Ensuring a sufficiency of parks and open spaces Ensuring that sufficient provision is made for community infrastructure.

Housing

2.2. To be sound, a plan must deliver sufficient land to meets its housing needs. The housing need for Maidstone is defined by the 'standard method' and for Maidstone which is 1,157 dwellings per year.

2.3. Through its Local Plan Review, Maidstone Borough is seeking to meet its need. Consideration has also been given as to whether there is a requirement of Maidstone to meet any unmet need from neighbouring authorities. At ongoing duty to cooperate meetings, Maidstone actively discussed with all authorities whether any unmet need had been identified in their boroughs.

2.4. The table below sets out the housing targets for all neighbouring authorities, along with the status of the current plan of that authority and whether at the time of writing this report, and unmet need had been identified.

	Maidstone	Tonbridge and Malling	Swale	Ashford	Medway	Tunbridge Wells
Housing Target	17,355	13,920	16,678	Plan adopted. Work in	26,962	12,204

				progress to develop new SHMA		Regulation 19 draft includes a 1,050 unit buffer.
New Plan Until	2037 (emerging)	2031	2038	2016-2030 (adopted)	2037	2020-2038
Unmet need	0	0	0	0	0	0
New Plan Stage	Local Plan Review Regulation 18b December 2020. Regulation 19 June 2021.	Local Plan is undergoing examination, but the Inspectors have notified T&MBC of legal compliance concerns.	Local Plan Review Regulation 19 consultation 8 February to 30 April 2021	Early work has started on the review of the Ashford Local Plan.	Reg 19 consultation in spring 21	Regulation 19 consultation spring 2021 and Submission expected Summer 2021.

Housing Market Areas

2.5. The Strategic Housing Market Assessment, produced by Iceni, identified the Housing Market Area for Maidstone as lying predominantly within the brough boundaries, with links to the northernmost part of Tonbridge and Malling borough. Figure 3 is an extract from the SHMA which details the Strategic Housing Market Area for Maidstone.

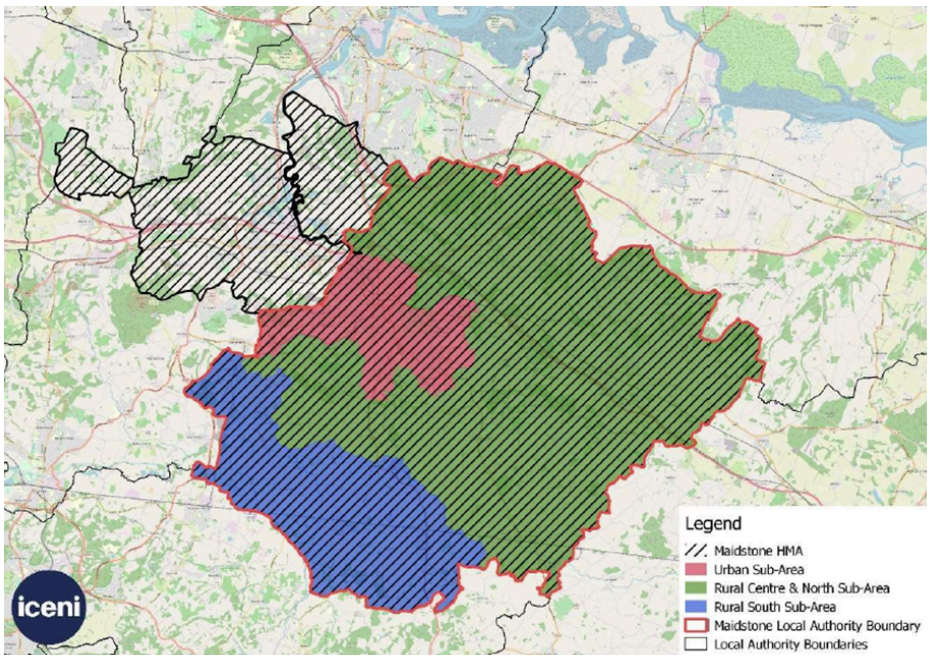


Figure 3. Maidstone Housing Market Area

Gypsy, traveller and Travelling Showpeople

2.6. In developing its evidence base, Maidstone Borough Council undertook to update the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment. This assessment was put on hold as survey work was unable to be undertaken at the height of the COVID-19 pandemic. Initial findings have indicated that Maidstone will have a significant need for pitches going forward.

2.7. Having undertaken a call for sites, though which MBC sought submissions for new Gypsy, Traveller and Travelling Showpeople sites and pitches, it was clear that the submitted sites would fall significantly short of delivering sufficient land to meet its expected need.

2.8. In light of this, and so as to prevent delay the Local Plan Review, MBC has committed to delivering its need through a separate Gypsy, Traveller and Travelling Showpeople DPD. This will allow a more targeted call for sites, and for MBC to undertake a capacity study of existing sites. However, notwithstanding MBC's approach, Gypsy, Traveller and Travelling Showpeople accommodation need has remained as a strategic matter for consideration throughout the Duty to Cooperate process.

Employment and retail

2.9. The Economic and Development Needs Study sought to identify the main economic market areas for the borough. As a county town, Maidstone has a consumer catchment that extends well beyond the borough's boundary, incorporating the Medway towns, Sittingbourne & Faversham,

the majority of Tonbridge and Malling, Paddock Wood to the south, along with rural parts of Gravesham and the rural west of Ashford borough.

2.10. The labour market has some draw from beyond the borough, but this is mainly confined to edge of borough settlements, and the eastern parts of Tonbridge and Malling. The commercial property market incorporates the Medway towns and east of Tonbridge and Malling.

2.11. Taking into account these multiple catchments and markets, the overall FEMA incorporates the Medway towns and east of Tonbridge and Malling, however it remains relatively constrained to the boroughs boundaries elsewhere. Figure 4 shows the various economic catchments and markets identified in the EDNS.

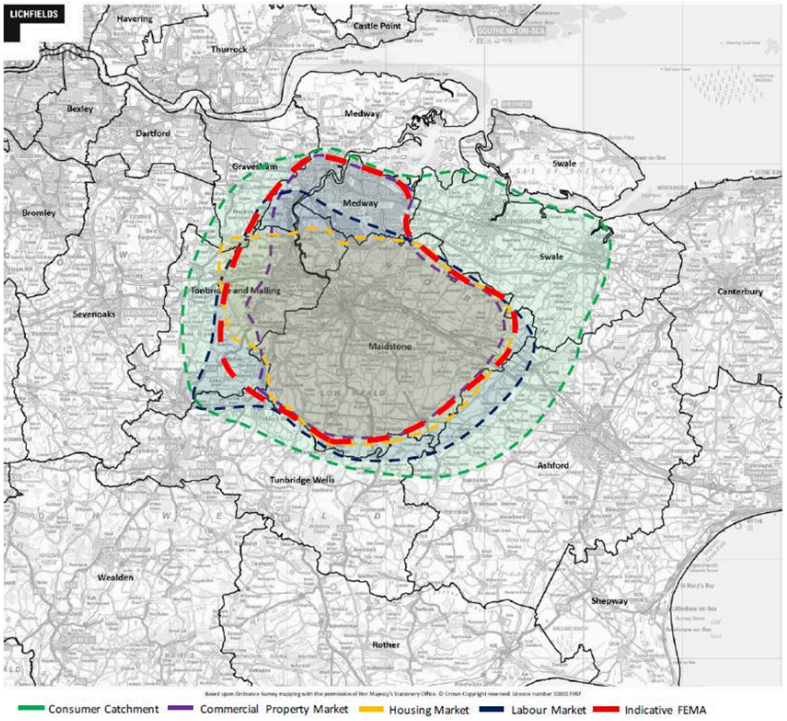


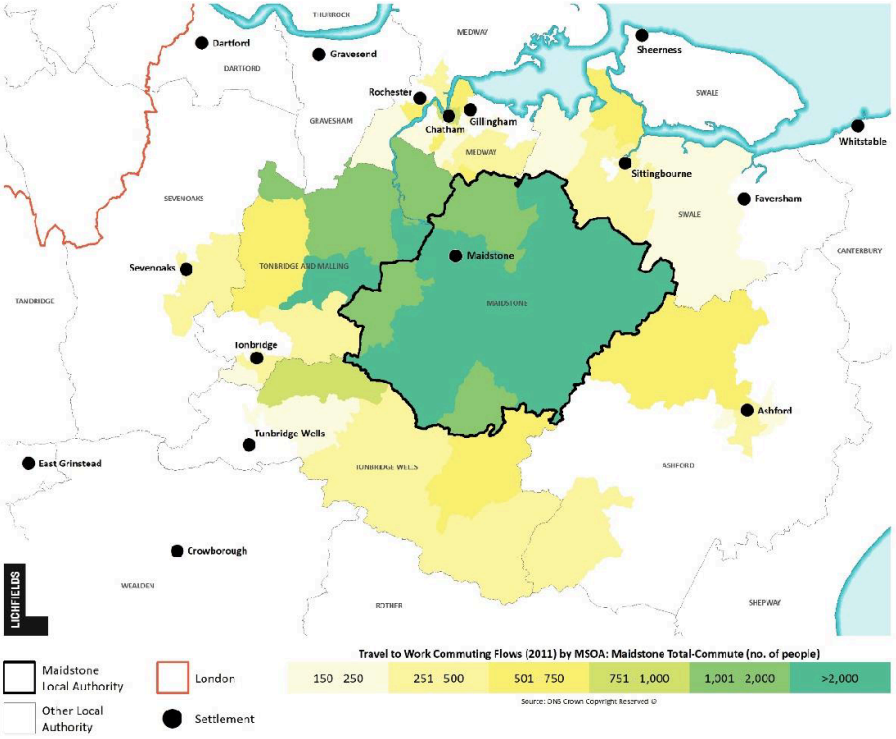
Figure 4. Maidstone Functional Economic Market Area

Travel to Work areas

2.12. Maidstone Borough has a close interaction with the Medway Towns that provide a part of the borough's workforce.

2.13. According to the 2011 census, Maidstone is a net exporter of workers, with 31,180 working residents commuting outside of the Borough for their employment, mainly to the nearby areas of Tonbridge and Malling, Medway and Tunbridge Wells, and the London Boroughs of Westminster and the City of London. 30,000 working people commuted into the Borough for their employment, mainly from the local authority areas of Medway, Tonbridge and Malling, Swale and Ashford. The ONS classification of Travel to Work Areas (TTWA) groups Medway, Maidstone and the north of Tonbridge and Malling. Maidstone's local TTWA extends across the Borough's administrative area into adjoining Tonbridge &

Malling (in particular the north east part of the Borough) and to a lesser extent into Medway, Tunbridge Wells and Swale.



Maidstone Local Travel to Work areas (Source: MBC EDNS Stage 1)

2.14. This data is relatively old, and since 2011 significant advances in technology and general working practices will have altered commuting patterns. COVID-19 is likely to have further shifted these commuting patterns. However, Maidstone remains part of a wider network of boroughs which share significant inter travelling of their workforces.

Environment

2.15. A range of environmental assets have the potential to be affected by development within and around Maidstone. These include European designations including Thames Estuary and Marshes Special protection Area (SPA) and Ramsar; the Medway Estuary and Marshes SPA and Ramsar and the Swale SPA and Ramsar. The Stodmarsh National nature reserve is a Special Area of Conservation and Ramsar, and is hydrologically connected to Maidstone borough via the river Stour, and the North Downs Woodland (SAC) lies in the north of the borough. These sites are complimented by a range of nationally and locally designated sites including Sites of Special Scientific Interest, National Nature Reserves and Local Nature Reserves.

2.16. Other sites identified through the HRA as potentially being affected by the plan include Queendown Warren Site of Special Scientific Interest in Swale.

2.17. Additionally, Maidstone benefits from a number of landscape designations, including the nationally designated Kent Downs AONB which lies in the north of the borough, and Landscapes of Local Value. The south of the borough lies within the setting of the High Weald AONB. Development in or close to these designations, whether in Maidstone or an adjoining borough, have the potential to adversely impact on the landscape of the borough.

Infrastructure

1.3. The Borough is well served by infrastructure. There is a good range of social infrastructure and transport connections.

1.4. In relation to transport connections, there are strategic rail and road connections in the borough. here are three rail lines running through it providing connections to London, the coast, and the Medway Towns. There are also good highway connections with the M20 motorway to the north of Maidstone and connections to the M2 motorway via the A299 and A249.

1.5. Key strategic issues that have been identified in relation to infrastructure are:

- Education provision (primary and secondary)
- Health care provision
- Rail transport
- Highway transport
- Waste water treatment

1.6. The Council is committed to infrastructure provision alongside the development proposed in the draft Local Plan, and this is set out in more detail in the draft Infrastructure Delivery Plan (IDP).

1.7. Key organisations that the Council has engaged with are:

- Kent County Council;
- Network Rail;
- Highways England;
- Health authority;
- Utility companies; and;
- Bus and rail operators

1.8. Over the course of the development of the Local Plan Review the Council has engaged with infrastructure providers. This included the following stages:

- Regulation 18 Scoping, Themes & Issues (2019)

- Infrastructure Capacity Assessment 2020
- Regulation 18 Preferred Approaches Consultation (2020-21)
- Infrastructure Delivery Plan (Feb-Mar 2021)
- Draft Infrastructure Delivery Plan (July 2021)

3. DtC Methodology

3.1. Maidstone Borough Council put in place a structure for cooperation with neighbouring authorities and other prescribed bodies. This structure ensured that duty to cooperate was embedded into that plan making process, and that in turn, the duty to cooperate activity itself was framed by engagement with elected members.

3.2. The section below sets out the way in which MBC has approached duty to cooperate, setting out the approved protocol and how MBC has ensured that engagement with prescribed bodies has followed this.

Duty to cooperate protocol

Duty to cooperate with neighbouring authorities

3.3. DtC activity with neighbouring authorities followed a tiered approach in order that strategic matters could be considered in further detail, and any issues may be escalated where required. The tiered approach is as follows:

i) Level 1: Officer level to discuss strategic matters in more detail and consider a broad range of issues. These have been ongoing since inception of the plan. In the latter stages of the plan these meetings took place in consultation with the Chair and Vice-Chair of the Strategic Planning and Infrastructure committee to ensure political oversight and continuity across all levels.

ii) Level 2: More complex issues and matters of agreement and disagreement were escalated to discussed at senior officer level. This involved the relevant directors and/or Chief Executive, and again took place in consultation with the Chair and Vice-Chair of the Strategic Planning and Infrastructure committee.

iii) Level 3: Any unresolved issues and key matters of agreement and disagreement were then discussed at member level meetings. Member level meetings involved the Chair/Vice-Chair of Strategic Planning and Infrastructure committee, as well as the Chair/Vice-Chair of the Policy and Recourses Committee.

3.4. Once key matters of agreement or disagreement were identified by officers, these were set out in a draft statement of common ground which were used as the basis for any future duty-to-cooperate meeting agendas.

Duty to cooperate with other prescribed bodies

3.5. Other prescribed bodies include such organisations as infrastructure providers and regulatory bodies. Meetings with these bodies took place at officer level, and for the majority of organisations discussions were undertaken at this level to their conclusion. Where there may be a particularly complex set of issues to deal with in relation to prescribed bodies, these were escalated to senior officer level.

3.6. Where particular issues arise that needed formal agreement, or where disagreement remains then Maidstone entered into a statement of common ground with that organisation.

Recording and public reporting meetings

3.7. A broad outline of duty to cooperate discussions were provided on the council's website. As these discussions were often at an early stage, the release of information constituted a basic record limited to the topics that were discussed at the meeting.

Statements of Common Ground

3.8. Statements of common ground resulted from discussions with neighbouring authorities and other bodies. Draft statements of common ground were prepared at an early stage and informed discussions as they progressed. The statements were brought before the Strategic Planning and Infrastructure committee at the appropriate time in order that their content could be agreed. To accommodate any urgent changes to statements of common ground that arose after agreement by committee, any such changes were undertaken in consultation with the Chair and Vice-Chair of the SPI committee.

4. Cooperation in relation to strategic issues

4.1. As the Local Plan review was developed, and discussions were progressed, the following key strategic cross boundary issues arose for each of the prescribed bodies and local planning authorities listed below.

Neighbouring Authorities	**Strategic Issues**
Medway	Functioning Economic Market Area, Housing Market area, AONB, highway infrastructure, natural environment, infrastructure, gypsies and travellers, community facilities.
Swale	Functioning Economic Market Area, Housing Market area, AONB, highway infrastructure, infrastructure, gypsies and travellers.

Tonbridge and Malling	Functioning Economic Market Area, Housing Market area, AONB, highway infrastructure, infrastructure, gypsies and travellers, community facilities MOU in place Position statement in place
Tunbridge Wells	Functioning Economic Market Area, Housing Market area, AONB, highway infrastructure, infrastructure, gypsies and travellers.
Ashford	Functioning Economic Market Area, Housing Market area, AONB, highway infrastructure, infrastructure, gypsies and travellers, community facilities, stour nutrient neutrality and garden settlements.
Kent County Council	Education KCC Highways Public Health Minerals and Waste Lead drainage Economic development

4.2. As detailed in section 6, engagement with neighbouring authorities has been undertaken on an ongoing basis, and the nature of this engagement was formalised through the council's resolution to adopt a formal duty to cooperate protocol.

4.3. Appendix 1 of this statement details the key duty to cooperate interactions with neighbouring authorities that have taken place to date. Whilst this list is not exhaustive, in that it may not include many of the less formal interactions, it nevertheless provides a comprehensive indicator of the extent and nature of cooperation.

4.4. Additionally, neighbouring authorities were consulted as part of the Regulation 18 and 18b consultations which took place in 2019 and 2020.

Regulation 18 b engagement

4.5. Formal responses were received from Ashford, Tunbridge Wells, Medway and Tonbridge and Malling councils. The key issues raised in these responses include:

Medway Council

4.6. Medway Council's response focused on the proposed Garden Community at Lidsing (Policy SP4(b)) adjacent to its boundary. It has objected to that proposal on transport, environmental and social infrastructure grounds. In relation to transport it was felt that the site is unsustainable for the following reasons:

- the scheme has not yet been fully tested to conclude that it is appropriate.
- it would create transport issues in Medway.
- it would not promote sustainable travel due to its proximity to the motorway.
- In relation to the environmental impact of the proposal they Medway Council has concerns about:
- the impact on protected sites near the Lidsing (SP4(b)) proposal, particularly the Kent Downs AONB, Purple Hills SSSI, and Medway Estuary SPA & Ramsar.
- infilling of the strategic gap between Lordswood and Hempstead.
- In relation to the impact on social infrastructure, the main concern relates to education and lack of secondary school provision to support the proposal at Lidsing (SP4(b)).

Tonbridge and Malling Borough Council

4.7. Tonbridge and Malling Borough Council are generally supportive but have raised the following concerns:

- Impact on landscapes of local value.
- The lack of a contingency within the housing supply.
- The failure to identify Gypsy and Traveller need.
- The impact on the both the local and strategic highway network.

Tunbridge Wells Borough Council

4.8. Tunbridge Well Borough Council's (TWBC) is generally supportive save that they have the following specific concerns:

- the proposed allocation LPRSA273 (Land between Maidstone Road and Whetsted Road) needs to consider masterplanning work being undertaken for the growth around Paddock Wood.
- that growth in the south of the district around Marden, Headcorn and Staplehurst needs to be considered in the light of growth proposed to

the north of its own district, especially as regards their impact on infrastructure.

Ashford Borough Council

4.9. Ashford Borough Council (ABC) raised concerns regarding the garden community proposal at Heathlands (policy SP4(a)). Their concerns relate to:

- the impact of the proposals on the local road and rail network, particularly the impact of the proposed new station on increased usage of the Ashford Station for access to HS1 services. the physical location of the development and its impact on local services in Charing.
- the infrastructure requirements of the proposal at Heathlands need to be fully assessed to mitigate any impacts in Ashford Borough. Concern is raised in relation to flood risk, wastewater drainage and water supply.
- the added pressure to educational facilities with its own district. The following sections of this report thematically detail the nature and topics of engagement.

4.10. Additionally, comments were received from the following prescribed bodies:

- Kent County Council
- Highways England
- South East Water
- Network Rail
- Kent & Medway Clinical Commissioning Group
- Environment Agency
- Natural England
- Historic England
- the Marine Management Organisation
- local enterprise partnership.

4.11. Maidstone borough Council has engaged in active and ongoing cooperation with neighbouring authorities, Kent County Council and relevant prescribed bodies throughout the Local Plan Review process. Meetings with these organisations commenced in 2018 and have been held on a regular basis or as an when specific issues arose. Appendix 1

details the meetings and correspondence with neighbouring authorities and KCC.

4.12. Where there were synergies or cross boundary matters that could be addressed through joint production of evidence base documents, then this has also been considered below.

5. Duty to Cooperate Outcomes

Housing

5.1. Historically, Maidstone Boroughs Housing Market area has interrelated with the Tonbridge and Malling Housing Market Area and the Ashford Housing Market Area. Maidstone Borough Council's previous Strategic Housing Market Assessment had been undertaken jointly with Tonbridge and Malling Borough Council and Ashford Borough Council. Accordingly, MBC approached both these boroughs in 2019 to seek confirmation as to whether the Strategic Housing Market Assessment for the Local Plan Review could again be jointly commissioned. Both TMBC and ABC confirmed that due to timings and the stages that they were at with their local plans, at that time it would have been inappropriate for them to engage in a joint commission.

5.2. Through its Duty to Cooperate activities, which included regular meetings with neighbouring authorities, MBC has continued to monitor housing need and supply in neighbouring authorities.

5.3. In developing the strategic approach, specifically the Garden Settlements, MBC has undertaken significant engagement with Homes England to explore how these should be taken forward from a local plan perspective, how a masterplan framework might be developed, and how to test the suitability and deliverability of these key new strategic settlements.

5.4. For Healthlands Garden settlement, Homes England are a co-promoter, alongside MBC, and have been in continuous engagement in terms of working up a deliverable framework, masterplan and regulation.19 policy. Weekly meetings have been held with Homes England since 2020.

5.5. Additionally, MBC has worked with Homes England to achieve the objectives of both organisations, to ensure that a good mix of housing, including affordable housing, can be incorporated, and the facilitation of the approach to addressing nutrient neutrality issues for the Lenham Broad Location. In turn, MBC has supported Homes England in obtaining agreement on land deals with the landowners on the site.

5.6. For Lidsing, MBC has worked closely with Homes England to explore matters of deliverability, and in addition, MBC has facilitated contact between the landowners and Homes England.

Identifying neighbouring need.

5.7. All neighbouring authorities confirmed that they are meeting or seeking to meet their housing need through their local plans. In light of this, the progress being made by neighbouring authorities in delivering their plans, and that MBC has a relatively constrained housing market area, MBC did not consider there to be any unmet need from neighbouring authorities.

Economic Development

5.8. To inform the Local plan Review, Maidstone commissioned consultants to undertake an Economic Development Needs Study (EDNS), which combined retail capacity, town centre needs and employment land review into one integrated, holistic study. As the County Town and major regional centre, Maidstone has a significant draw from neighbouring areas both in terms of employment and retail/leisure.

5.9. The methodology for the EDNS was developed and this was then circulated to neighbouring boroughs for their comment.[1] Responses were received by Swale Borough Council, Tunbridge Wells Borough Council and Tonbridge and Malling Borough Council, and feedback was considered. Further consultation was undertaken once the draft Functional Economic Market Area had been established.[2]

5.10. MBC sought the views of the South East Local Economic Partnership and the Kent and Medway Economic Partnership through the consultation process and through direct engagement. Additionally, MBC held a meeting with the both bodies in March 2021. Neither body raised any concerns in relation to the Local Plan review and a Statement of Common ground was not considered necessary.

Identifying neighbouring borough need

5.11. No neighbouring authority identified a shortfall of employment land.

Gypsy, Traveller and Travelling Showpeople Accommodation

5.12. In formulating its approach to assessing the needs of Gypsies, Travellers and Travelling Showpeople, MBC has engaged with authorities across Kent to determine where there may be scope to work together to understand broader need for Gypsy and Traveller pitches across the region.

5.13. The call for sites delivered very few Gypsy and Traveller sites/pitches. Accordingly, the decision was made to address Gypsy and Traveller development through a separate development plan document to allow further work on identifying the most appropriate sites for the Gypsy, traveller and travelling showpeople community of Maidstone.

[1] Email from MBC to neighbouring authorities 23/01/2019
[2] Email from MBC to neighbouring authorities 25/07/2019

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5.15. The call for sites delivered very few Gypsy and Traveller sites/pitches. Accordingly, the decision was made to address Gypsy and Traveller development through a separate development plan document to allow further work on identifying the most appropriate sites for the Gypsy, traveller and travelling showpeople community of Maidstone.

Identifying neighbouring need and supply

5.16. Gypsy, Traveller and Travelling showpeople need was addressed with neighbouring authorities at duty to cooperate meetings, however because MBC had not completed its Gypsy, Traveller and Travelling Showpeople Assessment it was not possible to ascertain whether there was any unmet need. Neighbouring authorities need is significantly lower than the expected need for Maidstone and MBC did not receive any requests to accommodate neighbouring need

5.17. All neighbouring authorities confirmed that they would be meeting their overall need for Gypsy and Traveller pitches. Given that all adjoining authorities had relatively small pitch requirements, and that much of this was best met through the enlargement of existing sites, it was not felt that there was a need for MBC to consider accommodating neighbouring need. At this stage, MBC does not know its overall need for gypsy, Traveller and Travelling showpeople accommodation and therefore it is not in a position to request that neighbouring authorities meet some of the need.

5.18. It is acknowledged that transit sites may best be dealt with on a sub-regional basis. For this reason, MBC have committed to working with neighbouring authorities and Kent County Council to ensure that the needs of the Gypsy, traveller and Travelling Showpeople community are met.

Natural Environment

5.19. Natural England, the Environment Agency and Kent Wildlife Trust were encouraged to engage with the plan making process. Both the Environment Agency and Natural England have taken part in duty to cooperate meetings, and subsequently both organisations made comments on the Regulation 18b consultation.

5.20. The Habitat Regulations Assessment considered the impact of the plan in relation to European sites, in combination with development arising in neighbouring authorities. Natural England supported the scoping document submitted to them in June 2020, and the screening which was consulted on in December 2020. In their response to the regulation 18b consultation, in respect to Heathlands Garden Settlement, Natural

England advised MBC to undertake a landscape capacity study and to seek advice from the Kent Downs AONB unit.

5.21. MBC arranged a series of meetings with the AONB unit to discuss matters relating to the impact of some development on the AONB. The unit's view was that Lidsing could be made acceptable, but that landscaping north of the M2 and the Capstone Valley green wedge will be key.

5.22. In respect to Heathlands, the AONB unit objects to the new garden settlement but has indicated its willingness to work with MBC to ensure that the impact of the settlement are minimised. Particular reference was views from higher topography in the AONB which could limit scope to screen, but to minimise the impact the development should be truly landscape led. MBC are keen to ensure that development north of the railway line, and closes to the AONB is tightly controlled to ensure that it can successfully deliver the necessary landscape design interventions. MBC has resolved to continue its engagement with the Kent Downs AONB unit

Stour nutrient neutrality.

5.23. In June 2020, Natural England issued an advice letter and methodology which highlighted the need for Appropriate Assessments to be undertaken on all new housing development in the Stour catchment.

5.24. Maidstone sits at the head of the upper stour catchment, which subsequently runs through Ashford and Canterbury. The Stour river is also fed by tributaries leading from Folkestone and Hythe, Dover and Swale. The advice letter affects the proposed Heathlands Garden Settlement along with the broad location around Lenham.

5.25. Because of the implications of the advice note, and the cross-boundary nature of the catchment, engagement with agencies and neighbouring authorities has been significant. On a catchment wide level, MBC has been an active part of the Stour Working Group which was initiated in immediate response to the advice note. This was coordinated by the Planning Advisory Service, and included affected local authorities, Southern Water, Natural England, Ofwat and MHCLG. It is the intention of the group to develop an action plan to deliver nutrient neutrality whilst maintaining development levels across the stour catchment.

5.26. Whilst MBC is working closely with neighbouring authorities and relevant bodies to deliver a catchment wide solution, the timing of the various pans within the Stour Catchment means that a collaborative solution is unlikely to come forward within the timeframe necessary to satisfy MBC's Local Plan Review.

5.27. Given the timing of the Local Plan Review and the scale of the impact of the nutrient advice letter, MBC sought to work with Natural England to deliver an approach

Water Environment

5.28. The Environment Agency identified the need for an addendum to the boroughs Water Cycle Study. At that time, the EA were unaware of the Kent Water for Sustainable Growth Study along with additional work MBC were undertaken in relation to stour nutrient neutrality and climate change. At a meeting in August 2021, MBC set out the work that it was undertaking to address climate change and nutrient neutrality in the river Stour. it was agreed between MBC and the EA that the work undertaken and existing evidence base were adequate for the purposes of this Local Plan Review. However it was also agreed with the EA that in preparation for any future Local plan reviews, MBC would produce an updated Water Cycle Study.

Historic Environment

5.29. Historic England is an executive non-departmental public body with the role of statutory consultee. Historic England (HE) and MBC have had significant engagement by way of meetings and other communications through the development of its Local Plan Review.

5.30. MBC has evidenced the impact of its Local Plan Review on heritage assets through a Heritage Asset Assessment. In formulating this assessment, MBC and Historic England held an inception meeting whereby Historic England's input was used to set the scope of the commission, and these recommendations were included in the scope of the document which was again reviewed by Historic England.

5.31. Historic England were engaged with to provide feedback on the finished assessment.

Minerals and Waste

5.32. Kent County Council is the Minerals and Waste Planning Authority for the two-tiered areas of Kent. The Minerals and Waste Local Plan (Early partial review) forms part of the development plan for Maidstone Borough Council. MBC and Kent County Council have worked closely to ensure that the strategy and individual policies contained in the Local Plan Review are compliant with the Minerals and Waste Plan.

5.33. Early engagement took place with the KCC minerals and waste team who were invited to workshops to explore the plan from a minerals and waste perspective. Additionally, officers from both minerals and waste teams at KCC have met with officers at MBC to discuss progression of the plan and strategies to deal with minerals and waste. KCC supported the approach MBC has taken in determining the suitability of sites and the capacity to prior extract mineral resources which was done by approaching landowners and promoters to provide minerals assessments. Further

information on this approach is provided in the Minerals Assessment paper.

5.34. MBC worked with KCC to establish overall need for waste provision across the borough. KCC identified early on that over the whole Local Plan review period there would be a need for an additional Household Waste Recycling Centre (HWRC).

5.35. KCC initially suggested that the Heathlands Garden Settlement could serve as a location for a new HWRC, however in subsequent duty to cooperate meeting the timing and suitability of this location was explored. From these meetings it was concluded that the most appropriate location would be to the south east of Maidstone, and that need generated in the early part of the plan could be met by the expanded facility at Allington, with a new HWRC facility coming online later on in the plan. Given the suitability of the location and the timing of the need for a HRWC, it was agreed between MBC and KCC that such a facility could be incorporated into the development of the Leeds Langley corridor at the next local Plan review cycle.

Infrastructure

Education and social care

5.36. The level of growth required over the plan period will lead to significant demand for school places. Kent County Council provides education services for the county of Kent, with the exception of the area covered by Medway which is a unitary authority.

5.37. MBC consulted with KCC early on in the plan to establish from an education provision perspective which settlements best accommodate new housing growth. In 2020 MBC wrote to KCC requesting their input into the spatial strategy by way of providing capacities and potential for growth in schools across the borough. This exercised formed part of a broader set of work on infrastructure capacities which helped MBC to understand which parts of the borough could best accommodate growth.

5.38. Further discussions between MBC and KCC have taken place to further refine infrastructure needs as the spatial strategy emerged.

Transport

5.39. The Council has engaged with a range of interested parties relating to transport issues in the LPR. These include highways and sustainable transport companies/groups

5.40. The council has engaged with the relevant highways' authorities for the area (Kent County Council and Highways England). KCC is the local highways authority for much of the highways network in the borough, and Highways England is the authority relating to the Strategic Road Network (SRN).

5.41. The council has jointly worked with KCC to commission transport modelling assessment of the Local Plan Review to understand the impacts of the proposed growth in the borough. This involved a stage 1 testing to understand the baseline conditions on the network and then a stage 2 test focusing in on the impacts of the growth proposed and mitigations needed to facilitate the growth. Highways England has been fully engaged within this process through the validation of the background data, methodology and mitigations proposed.

5.42. Separately both HE and KCC have been engaged in discussions with both the proposed Garden Communities. This has involved understanding propose highway mitigations coming forward or sites and the outlining the design requirements needed.

5.43. Both authorities were invited to stakeholder workshops held in December 2020 regarding the Regulation 18b Preferred Approaches Consultation. Subsequently (January to May 2021) they have been involved in the development of the IDP 2021 to support the Regulation 19 version of the Local Plan Review.

5.44. Public transport stakeholders have also been engaged with the Local Plan Review process. These have included: bus and rail operators.

5.45. Bus companies that operate in the Borough (Arriva, Nu-Venture & Stagecoach) were invited to stakeholder workshops held in December 2020 regarding the Regulation 18b Preferred Approaches Consultation. Subsequently (January to May 2021) they have been invited to be involved in the development of the IDP 2021 to support the Regulation 19 version of the Local Plan Review.

5.46. The rail network in the Borough is managed by Network Rail who own and develop the infrastructure, and Souteastern Railways who operate the rail services and stations. Both were invited to stakeholder workshops held in December 2020 regarding the Regulation 18b Preferred Approaches Consultation. Subsequently (January to May 2021) they have been invited to be involved in the development of the IDP 2021 to support the Regulation 19 version of the Local Plan Review.

5.47. These discussions have led to the development of the potential for a new rail station on the Southeastern Maidstone Line between Maidstone and Ashford to support the new Heathlands Garden Community which is proposed.

5.48. Sustainable travel options have also been involved in the development of the Local Plan Review. In December 2020 the Maidstone Cycle Forum was invited to stakeholder workshops held in December 2020 regarding the Regulation 18b Preferred Approaches Consultation.

Flood risk & coastal change

5.49. The relevant bodies relating to flood risk and coastal change in the Borough have been identified as the Environment Agency and the Marine management Organisation (MMO).

5.50. The Environment Agency took part in duty to cooperate discussions and the LPR consultations. It has subsequently (January to May 2021) been invited to be involved in the development of the IDP 2021 to support the Regulation 19 version of the Local Plan Review. This has involved updating existing infrastructure interventions identified to support the adopted Local Plan and new projects to support the LPR.

5.51. The MMO as the planning authority for the marine environment has been involved in the LPR due to the tidal elements of the River Medway reaching to Allington Lock within the Borough, and the MMO's jurisdiction covering the tidal extent. The MMO has been involved in the LPR Reg 18b Preferred Approaches Consultation, but has not made any further comments as it is not a infrastructure provider.

Community facilities

5.52. Community facilities relates to the health, education, and cultural infrastructure. There are various bodies who are involved with these sectors in the Borough.

5.53. Health facilities relate to public health, primary and secondary care, responsibilities for which are split across the KCC (public health) Kent and Medway Clinical Commissioning Group (CCG) (primary care) and Maidstone and Tunbridge Wells NHS Trust and Medway Maritime NHS Trust (secondary care). All of these organisations have been notified of the relevant LPR consultations and the IDP development process (January to May 2021).

5.54. The council has worked very closely with the Kent & Medway CCG to understand the infrastructure needs on a site by site basis. While working with the public health specialist paid for by KCC on the design requirements of the LPR site allocations (January to March 2021).

5.55. KCC as the local education authority and has been thoroughly engaged with the Council to understand the infrastructure requirements of the LPR. They were invited to stakeholder workshops held in December 2020 regarding the Regulation 18b Preferred Approaches Consultation. Subsequently (January to May 2021) they have been invited to be involved in the development of the IDP 2021 to support the Regulation 19 version of the Local Plan Review.

5.56. Maidstone Borough Council green spaces team has been involved in the development of the open space and site policies to understand the requirements for this area in relation to the LPR. From January to May

2021 they have been invited to be involved in the development of the IDP 2021 to support the Regulation 19 version of the Local Plan Review.

Utilities

5.57. Utilities cover a range of sectors including: gas, electricity, telecommunications, water supply and wastewater. In the Borough these are provided by a range of suppliers, including:

- Gas – SGN
- Electricity – UK Power Networks
- Telecommunications – KCC & BT Openreach
- Water Supply – South East Water & Southern Water
- Wastewater – Southern Water
- Waste management - KCC

5.58. All They were invited to stakeholder workshops held in December 2020 regarding the Regulation 18b Preferred Approaches Consultation. Subsequently (January to May 2021) all minus BT Openreach have been invited to be involved in the development of the IDP 2021 to support the Regulation 19 version of the Local Plan Review.

Infrastructure capacity testing

5.59. Information was provided to organisations with an interest in infrastructure provision in the borough confidentially in Jan 2020 on the basis of the possible development achievable at the growth locations in the Local Plan Review. The data was based on Minimum quantum of development that should be expected (completions 2011-2019 + Local Plan 2017 allocations + extant planning consents), and potential maximums within each growth area expected (completions 2011-2019 + Local Plan 2017 allocations + extant Planning consents + potentially suitable Call for Sites sites).

Infrastructure Delivery Plan

5.60. Information was provided from infrastructure providers (Jan. to Mar. 2021) on schemes needed to meet the level of growth outlined in the Reg. 18 Preferred Approaches Consultation (Dec. 2020). Specific data on the nature of the scheme, cost, timeframe, and priority were provided. This was then tested through the Local Plan Review viability assessment to help the Council to assess the level of development contributions that was necessary and appropriate. Then this enabled the council to plan for delivery on infrastructure through other mechanisms if necessary and appropriate.

6. Statements of Common Ground

6.1. In accordance with the guidance, PPG and the adopted MBC DtC protocol, draft statements of common ground were prepared to guide the duty to cooperate process where necessary.

6.2. In response to the publication of the pre-submission Regulation 19 Tunbridge Wells Local Plan, Maidstone Borough Council and Tunbridge Wells Borough Council entered into a statement of common ground in March 2021. This statement of common ground provided a 'snapshot' of the progress made to that date in respect to cross boundary strategic matters, and discussions have continued as the Maidstone Local Plan review has been developed.

6.3. Additionally, Statements of common Ground have been prepared with Kent County Council, Highways England, Natural England, the Environment Agency, Southern Water and Network Rail.

6.4. Copies of the statements of common ground can be found in appendix 2.

Appendices

Appendix 1 – Duty to cooperate meetings and correspondence

Duty to Cooperate (since the adoption of the MBLP in October 2017)

Who was the meeting with?	Topic area/What was discussed?	When was the meeting?
KCC (and WSP)	Regular 'Alternative Transport' meetings to discuss progress of the ITS actions	November 2017
Tunbridge Wells Borough Council	Content of TWBC's emerging AQAP with EHOs and Planning officers	January 2018
Tonbridge and Malling Borough Council	Content of TMBC'S emerging local plan	March 2018
Kent districts and boroughs	Update on each authorities GTAA and discussion on other key issues	March 2018
KCC	Regular 'Alternative Transport' meetings to discuss progress of the ITS actions	March 2018
KCC	Regular 'Alternative Transport' meetings to discuss progress of the ITS actions	March 2018
Medway	Medway Local Plan progress	May 2018
KCC (Minerals and Waste)/Swale Borough Council /Canterbury City Council/Dartford Borough Council/Gravesham Borough Council/Ebbsfleet Development Corporation	Approach to minerals safeguarding in the consultation draft Minerals and Waste Local Plan Review/Approach to safeguarding and associated requirement for minerals assessments for existing adopted LP allocations, site assessments at LPR stage and DM process.	May 2018
Swale Borough Council	Swale LP Review and Maidstone LP Review/ Update on each authority's local plan review, transport modelling, sustainability appraisal and habitat regulations assessment	May 2018

KCC	Regular 'Alternative Transport' meetings to discuss progress of the ITS actions	May 2018
Tunbridge Wells Borough Council	Local Plan updates and cross boundary issues	June 2018
KCC	Local Plan Review update; way forward with KCC input into the LPR	July 2018
KCC	Maidstone Walking and Cycling Route Audit - prioritising schemes within walking and cycling assessment	July 2018
KCC	Regular 'Alternative Transport' meetings to discuss progress of the ITS actions	July 2018
KCC (Highways)	Highway capacity and safety.	September 2018
Tonbridge and Malling Borough Council	Tonbridge and Malling Regulation 19 plan; progress with MBC's LPR/Key aspects of TMBC plan which have implications for MBC - air quality, transport, HRA; progress and future work schedule with MBC LPR	October 2018
KCC	Regular 'Alternative Transport' meetings to discuss progress of the ITS actions - air quality	November 2018
KCC	Regular 'Alternative Transport' meetings to discuss progress of the ITS actions - health	November 2018
Ashford Borough Council/Medway/Tonbridge and Malling Borough Council/Tunbridge Wells Borough Council/Swale Borough Council	Economic Development Needs evidence - Requesting feedback on proposed methodology for retail and employment	January 2019

Tonbridge and Malling Borough Council and Ashford Borough Council	SHMA - whether TMBC and ABC want to collaborate on a joint commission for the SHMA	February 2019
KCC (Minerals and Waste)	Draft Statement of Common Ground concerning Minerals & Waste safeguarding and site allocation	March 2019
KCC (Minerals and Waste)	Draft Statement of Common Ground concerning soft sand demand/supply	May 2019

KCC	Integrated Transport Strategy actions with a focus on health	May 2019
Canterbury City Council	Discussion on retail on leisure and invitation to Duty to Cooperate meeting	June 2019
KCC (Minerals and Waste)	Draft Statement of Common Ground concerning minerals and waste safeguarding and site allocation	June 2019
Tunbridge Wells Borough Council	Tunbridge Wells Local Plan progress – main issue in Paddock Wood Maidstone call for sites release in Autumn 2019	July 2019
Tunbridge Wells Borough Council; Ashford Borough Council; Medway; Swale Borough Council and Tonbridge and Malling Borough Council	Iceni analysis of Housing Market Area shared with adjoining authorities and invited to feedback	July 2019
Swale Borough Council	Swale's forthcoming Green and Blue Infrastructure and evidence base.	July 2019
Tonbridge and Malling Borough Council	Update on respective plans	July 2019

Ashford, Medway, Tonbridge and Malling, Tunbridge Wells and Swale	Lichfields analysis of Functional Economic Market Area shared with adjoining authorities and invited to feedback	July 2019
Ashford Borough Council	Update on respective plans	July 2019
Medway	Update on respective plans	July 2019
Swale Borough Council	Update on respective plans	August 2019
Tunbridge Wells Borough Council	Update on respective plans	September 2019
KCC	Update on Local Plan Review (update Regulation 18a and Call for Sites); update on the transport modelling; integrated transport strategy update; Leeds Langley Relief Road	October 2019
Ashford Borough Council	Update on respective plans	November 2019
KCC	Local Plan Review update (working towards Regulation 19b); evidence required for transport modelling	January 2020
Highways England	Local Plan Review and Infrastructure Delivery Plan	February 2020
Swale Borough Council	Update on respective plans	June 2020
Kent Downs AONB	Update on the proposed Garden Communities	June 2020
Ashford Borough Council	Update on respective plans	June 2020
Medway Council	Update on respective plans	June 2020
Natural England	HRA scoping response – no issues raised	July 2020
KCC	Update on the Local Plan process and specific schemes	July 2020

Kent districts and boroughs	Update on each authorities GTAA and discussion on other key issues	July 2020
Tunbridge Wells Borough Council	Update on respective plans	July 2020
Medway Council	Implications of the government's proposed changes	September 2020
Tunbridge Wells Borough Council	Letter from TWBC to MBC regarding housing and employment land need.	September 2020
Swale Borough Council	Implications of the government's proposed changes	October 2020
Tonbridge and Malling Borough Council	Update on respective plans	October 2020
Medway Council	MMB local plan review update; housing and employment need.; standard methodology revision; highway infrastructure; M2 J4.	November 2020
KCC	Discussion on two garden communities proposals and LLRR	November 2020
Tonbridge and Malling Borough Council	TMBC examination outcome; MBC local plan review timetable; Gypsy and traveller need; garden settlements; highways infrastructure; other infrastructure.	November 2020
Swale Borough Council	Updates on Local Plans. Gypsy and traveller. Housing and economic land need. Future DtC and SoCG arrangements	November 2020
Ashford Borough Council	Update on plans; housing and employment land need; garden settlements; infrastructure; highways.	November 2020

KCC	Briefing on the Local Plan Review preferred approaches consultation	November 2020
Medway Council	Infrastructure, Landscape, Highways, LPR timetable	December 2020
Openreach & KCC Broadband	Communications infrastructure	December 2020
Highways England	Highway infrastructure	December 2020
Homes England	Housing growth	December 2020
Nu-Venture	Infrastructure - Transport	December 2020
Kent & Medway NHS CCG	Infrastructure - Health	December 2020
Kent Downs AONB Unit	Landscape & Environment	December 2020
Southern Gas Network	Infrastructure - Gas	December 2020
Tunbridge Wells Borough Council	Local Plan updates; meeting needs; infrastructure	December 2020
Historic England	Heritage	December 2020
Natural England	Environment	December 2020
South East Water	Infrastructure - Water	December 2020
Maidstone Cycle Campaign Forum	Infrastructure - Transport	December 2020
UKPN	Infrastructure - electricity	December 2020
Network Rail	Infrastructure - Transport	December 2020
Southern Water	Infrastructure – Wastewater	December 2020
South Eastern Railway	Infrastructure - Transport	December 2020
Tunbridge Wells Borough Council	Progress on Local Plans, TMBC Examination, highways infrastructure, long term housing need.	January 2021
Kent & Medway CCG	GP provision – SE Maidstone	January 2021

KCC	Future political level DTC and coordination of SOCG, education, spatial strategy	January 2021
Tonbridge and Malling Council	Progress on local plans	January 2021
North Downs AONB	LPR development in respect to AONB and setting	January 2021
Ashford Borough Council	LPR update and future coordination of DtC.	January 2021
Medway Council	Local Plan timetables. Lidsing, including highways, landscape and biodiversity.	February 2021
Local Enterprise Partnership	Update on LPR and approach to town centres	February 2021
Highways England/KCC	Highways – Lidsing	February 2021
Medway Council/KCC	Highways - Lidsing	February 2021
Local Enterprise Partnership	Local Plan and approach to Maidstone Town Centre	February 2021
UKPN	Progress on Local Plans	February 2021
Ashford Borough Council	Infrastructure, LPR timetable. Next steps for DTC	March 2021
KMEP	Nutrient neutrality	March 2021
Tonbridge and Malling Council	Local Plan updates. Forthcoming DtC	March 2021
Natural England	Nutrient neutrality	March 2021
Swale Borough Council	Transport	March 2021
KCC (Minerals and waste)	Waste and minerals	March 2021
KCC (Ecology and archaeology)	Biodiversity Net Gain, garden communities.	April 2021
KCC (Strategic Planning Matters)	Specialist service areas	April 2021

KCC (education)	Local Plan review. Current provision and capacity for expansion.	May 2021
Southern Water	Nutrient Neutrality	May 2021
Sevenoaks	Neighbourhood Planning	June 2021
Medway Council	Statement of Common Ground	June 2021
North Downs AONB	Briefing on Heathlands and Lidsing latest position	July 2021
Ashford Borough Council		July 2021
Natural England	Nutrient Neutrality and LPR HRA	July 2021
Ashford Borough Council	Garden Communities, transport infrastructure, spatial strategy.	July 2021
KCC	Education	August 2021
Tunbridge Wells Borough Council	Local Plan updates.	August 2021
Swale Borough Council	Local Plan updates.	August 2021
Tonbridge and Malling Council	Update on respective plans, future duty to cooperate.	August 2021
Medway Council	Update on MBC Local Plan Review, Infrastructure, employment, environment in respect to Lidsing	August 2021
KCC	Waste infrastructure provision, highways.	August 2021
Swale Borough Council	AONB, transport infrastructure, housing need.	September 2021

Appendix 2 – Statements of Common Ground

These will be published on agreement of the Statements.