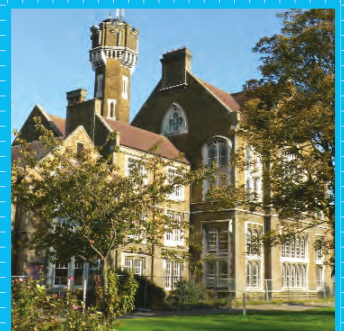


Dartford Core Strategy



Adopted September 2011

Part of Dartford's Local Development Framework

DARTFORD
BOROUGH COUNCIL

FOREWORD

This Core Strategy is a significant document for everyone who lives and works in the Borough. Whilst no one could ever claim that it makes light reading what it contains and what it may mean for the future of our community is hugely important.

It sets out the approach that a number of partners - particularly those involved in community planning and development control - will take to the challenges ahead. It looks at this community's future needs in areas like housing, transport, leisure, growth and jobs. It seeks to provide a 'routemap' to ensure that the future Dartford we get is the future Dartford we want.

The strategy is not a fixed blueprint. Over time it will flex, change and adapt to different circumstances but the core principles will be the ones that drive our decision-making and policies for the years ahead.

Please don't think that this strategy is all about development and building things. It's not.

Some of its most important proposals relate to things we **won't** permit - like overdevelopment, excessive burdens on our transport network, poor design and badly thought-out architecture. It rightly places huge importance on public spaces, the dignity of housing that we demand and the need to provide social infrastructure - things like village halls, playgrounds, parks, open spaces and even cemeteries. It also encapsulates my own personal view that a place like Dartford - a rich mix of rural villages and urban centres - should only grow and change at a rate that's supported by local people.

Dartford is your town and its growth, future and character are in your hands.



Jeremy Kite
Leader of Dartford Council



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Diagram 1: Dartford Strategic Context



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

CHAPTER 1: CONTEXT

INTRODUCTION

- 1.1 This document sets out Dartford Borough Council's long-term spatial strategy for the Borough to 2026 and acts as an implementation tool for those elements of the Sustainable Community Strategy which can be delivered through spatial planning.
- 1.2 The Core Strategy has been prepared in consultation with key stakeholders and the wider community; has been developed on the basis of extensive evidence; and has been subject to Sustainability Appraisal. It has been prepared in accordance with national planning policy guidance.
- 1.3 The contents of this document are as follows:
- **Chapter 1** - provides a portrait of the Borough as it is today and identifies the issues and challenges which the Borough will face. A Vision and Objectives for the Borough are identified.
 - **Chapter 2** - sets out where development will take place and what form it will take.
 - **Chapter 3** - identifies how the individual components of development in the Borough will be brought together through overarching policies to ensure that development can be effectively managed.
 - **Chapter 4** - sets out policies to ensure a good quality of life for Borough residents.
 - **Chapter 5** - provides policies to ensure that development in the Borough is environmentally sustainable.
 - **Chapter 6** - sets out how the plan will be delivered and implemented.
- 1.4 The Core Strategy, along with other Local Development Framework documents, will eventually replace our current Local Plan (1995). These will form the statutory 'development plan' for Dartford, the basis for planning decisions in the Borough.

Our other Local Development Framework documents

- 1.5 Dartford's Local Development Framework will contain a number of documents which will help to achieve the vision and objectives set out in this Core Strategy. These are:
- **Development Management Policies** – which will support the Core Strategy by setting out additional planning policies that the Council will use when making decisions on applications for planning permission. It goes into more detail on a number of the issues covered in the Core Strategy.
 - **Supplementary Planning Documents (SPD)** – these will give detailed guidance on how the Council's planning strategy and policies will be implemented for specific topics, areas or sites. Although they will not form part of the statutory development plan for Dartford, and will therefore not have the same weight in decision making, they will be important considerations in the Council's planning decisions.

How we have prepared the Core Strategy

- 1.6 The main stages in the preparation of the Core Strategy have been as follows:
- gathering background information and consulting on **key issues and options** for the future of Dartford;
 - developing the Council's Core Strategy **preferred approach** and consulting on it through two consultations;
 - Separate consultations on Dartford Town Centre and Northern Gateway
 - preparing and publishing the final Core Strategy ('**Pre Submission**')
 - submitting the Core Strategy to the government ('**Submission**') for a **public examination** where the document is assessed by a Planning Inspector;
 - publication of the **Inspector's report**;
 - **adoption** of the Core Strategy by the Council.
- 1.7 The Core Strategy has been developed taking into account many sources of information and the results of consultation exercises, in particular:
- responses to consultation as referred to above;
 - the supporting evidence and information we have collected and commissioned;
 - Dartford's Community Strategy and other relevant plans and strategies;
 - the policies and plans of the government;
 - a sustainability appraisal of the Core Strategy.

Dartford's Community Strategy and other strategies

- 1.8 As noted above, the Core Strategy needs to take into account other plans and strategies that influence the borough. It contributes to achieving the vision in Dartford's Community Strategy and other relevant strategies of the Council and its main partners such as Kent County Council. The Core Strategy aims to translate the vision into a set of priorities and policies to shape the sort of place we want Dartford to be in the future and create a framework for delivery.

National Planning Policy, Thames Gateway and Regional Context

- 1.9 Our planning documents must be consistent with national policy prepared by government in Planning Policy Statements and Guidance (PPS /PPG), unless we have strong evidence that an alternative approach is more appropriate to Dartford. Our assessment¹ shows that there is compliance with national requirements. Where this is not the case, it has been justified by local circumstances.
- 1.10 Many of the policies and proposals in the Core Strategy are not new. The Plan builds on and updates earlier national guidance relating to the Thames Gateway² to

¹ Conformity with National and Other Higher Level Requirements, Dartford Borough Council, February 2011

² RPG9a: the Thames Gateway Planning Framework, DoE, 1995 and Thames Gateway Delivery Plan, DCLG, 2007

develop a local vision for the future of Dartford which will deliver benefits for existing communities in the area. The Core Strategy is consistent with the principles first set out in RPG9a in terms of:

- Making the most of the Thames Gateway opportunity
- Creating a vibrant and sustainable pattern of communities
- Closely relating transport opportunity with land use opportunity
- Bringing life to the river and river-front; and
- A new environmental standard

- 1.11 Many of the opportunities for development identified in RPG9a have been either completed, commenced or have planning permission. The long-term nature of the strategy has, therefore, had a strong influence on the nature of this Plan.
- 1.12 Legislation³ current at the time of preparation and Submission of the Core Strategy requires that the document must be prepared in the context of the Regional Strategy for the area. In the case of Dartford's Core Strategy, this is the South East Plan, 2009. This sets out a regional framework, identifying broad locations for growth, provides more detailed policies on the Kent Thames Gateway and defines the housing numbers to be delivered in the Borough. Our assessment⁴ shows that the strategy is in conformity with the South East Plan.
- 1.13 The government has stated its intention to abolish Regional Strategies. This announcement has been ruled by the Courts as a material planning consideration which could affect the weight attached to the Regional Strategy in underpinning the Core Strategy. The Council has considered its position and takes the view that the preparation of the Core Strategy has been informed by a local evidence base, local consultation and sustainability appraisal; that the local context supports the strategy and policies contained in this document. The policies and proposals contained in the Core Strategy are, therefore, robust and evidence-based irrespective of the weight to be attached to the South East Plan.
- 1.14 This Plan contains references to the South East Plan. Whilst it is likely to be a historic document for much of the life of this Core Strategy, references to it are, nonetheless retained, since it has been relevant in the preparation of this Plan.

The Water Directive and Thames River Basin Management Plan

- 1.15 The Water Framework Directive (WFD)⁵ seeks to improve the local water environment for people and wildlife, and promote the sustainable use of water. The Directive applies to all surface water bodies, including lakes, streams and rivers as well as groundwater. The overall aim of the WFD is for all water bodies to reach good status by 2027, and in Dartford this would mean improving their physical state and preventing deterioration in water quality and ecology. The WFD introduced the concept of integrated river basin management and such plans should influence development plans. Dartford lies within the Thames River Basin District and in

³ Planning and Compulsory Purchase Act 2004

⁴ Conformity with Higher Level Requirements, Dartford Borough Council, February 2011

⁵ The Water Framework Directive (2000/60/EC), December 2000

December 2009 the Environment Agency published the Thames River Basin Management Plan (RBMP). The Core Strategy policies support the objectives of the WFD and actions of the Thames RBMP that include measures to achieve both no deterioration and improved ecological status of all water bodies.

Sustainability Appraisal and other assessments

- 1.16 The preparation work for this Core Strategy included a sustainability appraisal to assess its environmental, social and economic impacts. This has helped to make sure that our strategy and policies are sustainable by identifying any potential harmful impacts and suggesting ways to minimise them. It also helped to identify how to maximise beneficial impacts. The Sustainability Appraisal Report for the Core Strategy is being published alongside this document.
- 1.17 Assessment of the impact of the Core Strategy on equalities issues has been carried out as part of the Sustainability Appraisal. This assessed the likely impact of the Core Strategy and its policies on specific groups and found that the Core Strategy does not create any adverse impacts for any of the identified groups.
- 1.18 A Habitats Regulations Assessment was also carried out to assess whether the Core Strategy's emerging approach and policies were likely to have any significant effect on sites of European importance for habitats or species, or an adverse impact on the integrity of those sites. Whilst the assessment concluded that the plan contained sufficient mitigation measures to ensure that development did not have an adverse impact, a subsequent study has revealed a decline in bird populations at the European sites which requires further investigation. In the light of this, an addendum to the Assessment has been produced.
- 1.19 The updated Assessment concludes that, in the light of the recent findings in respect of bird population declines, there is insufficient evidence to conclude that there will be no adverse effects through increased development on European sites. Consequently, the North Kent Planning and Environment Group, in which the Council participates, is carrying out investigations to determine the cause of the bird decline and to consider appropriate mitigation measures that may be required in the future. In line with the precautionary approach set out in the Conservation of Habitats and Species Regulations 2010, the Council undertakes to review the results of this strategic research when it becomes available and to consider any implications for the development plan arising from the research. (See also Paragraph 6.9 and 6.10).

PORTRAIT OF THE BOROUGH

Location

- 1.20 The Borough of Dartford, covering 7,600 hectares, is situated at the heart of the Thames Gateway Regeneration Area in the north-west corner of Kent. It stands at a pivotal point between Greater London and Kent; and to Essex across the River Thames.

- 1.21 It has excellent connections to Central London, the rest of the south east, the UK, the channel ports and the continent via the strategic road and rail network which crosses the Borough.

Settlement Pattern

- 1.22 The district has two distinct areas. To the north of the A2 lie the largely built-up areas of Dartford, Greenhithe, Stone and Swanscombe, interspersed with former chalk quarries and industrial land. To the south lies Metropolitan Green Belt, consisting of open countryside with 12 villages and a number of smaller hamlets.⁶
- 1.23 The main established settlement in the north of the Borough is Dartford Town Centre with its surrounding residential neighbourhoods. Further urban settlements are Stone, Swanscombe, Knockhall and Greenhithe. The out-of-town regional shopping centre at Bluewater opened in 1999.
- 1.24 New neighbourhoods, some containing 1,000 homes or more, are being built in the urban area, with significant further development proposed.
- 1.25 The urban area currently contains approximately 70% of the population, with 30% in the rural area. With the projected growth in the urban population and the number of rural residents remaining stable, this ratio will change to 80:20 by 2026⁷.
- 1.26 The rural villages are characteristically commuter settlements with the very small size of them resulting in limited or no facilities. Longfield is the exception, with a good range of shops and other community facilities. Expansion of other villages to achieve a sufficient critical mass for wider provision of services would result in coalescence of villages.
- 1.27 Given the small size of Dartford and good connectivity between the urban and rural area by bus and car, there is a strong interrelationship between the northern and southern part of the Borough, although this could be improved. Many rural residents use the urban facilities for their shopping and leisure needs.

Issues:

- Ensure adequate facilities to serve growing urban population
- Need to contain urban expansion
- Maintain the role of Longfield as a rural service hub

Landscape

- 1.28 The Borough lies on the dip slope of the North Downs adjacent to the River Thames. The River Darent in the west of the Borough and the Ebbsfleet river in the east flow northwards into the River Thames. The Borough has a varied and distinctive landscape, comprised of urban and rural character areas.
- 1.29 North of the A2, in the eastern part of the Borough, the presence of former quarries results in exposed chalk cliffs and steep changes in topography which restrict north-south movement. Some of these former quarries have become colonised with

⁶ Dartford's Green Belt (Land to the south of the A2) Technical Paper, Dartford Borough Council, 2010

⁷ Population Change in Dartford Borough 2006-2026, Dartford Borough Council, 2010

natural habitats. Along the Thames riverside, approximately 20% of the frontage comprises Inner Thames Grazing Marsh.

- 1.30 The Borough contains a rich and diverse range of habitats from Inner Thames grazing marsh by the river, through to heathland, lowland grasslands and significant amounts of ancient woodland further inland. It has the largest concentration of heathland in Kent. The area's importance in terms of biodiversity is recognised in the Thameside Green Corridor Biodiversity Opportunity Area and the Central North Downs Biodiversity Opportunity Area. Work is being carried out to help improve and manage biodiversity across the Borough through initiatives such as 'Managing the Marshes' and the 'Dartford Greenheart' project.⁸

Issues:

- Maintain and enhance areas of greatest biodiversity value as development takes place in the urban area
- Protection and enhancement of landscape heritage in the rural area

Population

- 1.31 Dartford's population is projected to increase from approximately 90,000 in 2006 to up to 129,000 by 2026, an increase of 43%. The number of households is set to increase by up to 45%, bringing the total number of households up to 55,000 by 2026.⁹

- 1.32 Although population trends in Dartford generally follow national and county trends, there are specific differences. Whilst the size of households is declining, the rate of decline is not as fast as elsewhere. The overall average decline in household size masks a growing number of large households. Dartford has a younger population than the Kent average. Future growth is projected in households at the family formation stage and this will in turn impact on growth in the child population, both early years as well as teenagers. Whilst the elderly population will see a significant rise, this will be below national and Kent trends.¹⁰

Issues:

- High projected level of growth in most groups, but particularly young households, children and elderly
- Need to plan services and facilities to address particular requirements of young households, children/young people and elderly
- Pressure on existing infrastructure
- Limited potential for existing infrastructure to be enhanced/expanded

Health

- 1.33 The Borough has pockets where levels of childhood obesity, teenage pregnancy and smoking are high, resulting in poorer health and lower life expectancy levels. Whilst adult participation in sport activity is generally at a reasonable level, the 16-34 age group and non-white groups have poor activity rates. New provision needs to target these groups to encourage increased participation.

⁸ Biodiversity and Landscape Technical Paper, Dartford Borough Council, 2010

⁹ Population Change in Dartford Borough 2006-2026, Dartford Borough Council, 2010

¹⁰ Dartford Strategic Housing Market Assessment, Dartford Borough Council, 2010

- 1.34 The new Darenth Valley Hospital is anticipated to address the needs of growing population for foreseeable future. However, areas of the Borough have a low ratio of GP's to population as compared to the norm, with some surgeries having sub-standard accommodation and/or with GP's nearing retirement age.¹¹

Issues:

- Need for replacement and additional GP surgeries
- Need to encourage higher sports participation levels
- Need for increased sports provision to address growing population
- Provision of open space and play facilities as a way to address healthy lifestyles

Education and Skills

- 1.35 Dartford residents have lower skills levels as compared to the South East. A higher proportion have no qualification and fewer achieve Level 3 and above qualifications. Participation by 18 and 19 year olds in higher education lags behind the South East.
- 1.36 Currently, the capacity of primary schools is at its limits in parts of the Borough. A growth in population and, specifically, the projected increases in the child population result in a requirement for new primary schools. A new secondary school as well as expansion of some existing sites, may be required to cater for population growth¹².
- 1.37 Dartford, together with Gravesham, is being promoted as a Learning Region. A number of skills training initiatives have been set up to help local residents acquire the skills to access existing and new employment opportunities in the Borough. A Sustainable Construction Academy, SUSCON, providing training in construction skills based on environmentally sustainable technologies is now operational at The Bridge with purpose-built accommodation under construction.¹³

Issues:

- Urgent need for new primary school provision
- Expansion of secondary school provision
- Expansion of higher level provision to address skill level
- Continuing provision of job shops and learning shops

Housing

- 1.38 The majority of housing is owner occupied with 74% of the housing in the Borough in 2001 being owner occupied. 16% is social-rented and 10% private rented. At 2001 only 0.5% of the housing stock was in the form of intermediate housing, as shared ownership, although recent completions and current planning permissions include an increased proportion of this type of affordable housing.¹⁴
- 1.39 In 2008, the average (median) house prices in Dartford were 8.5% above the national average. However, although housing is significantly less affordable than it

¹¹ Infrastructure Background Paper, Dartford Borough Council, 2010

¹² Infrastructure Background Paper, Dartford Borough Council, 2010

¹³ Economy and Employment Technical Paper, Dartford Borough Council, 2010

¹⁴ Dartford Strategic Housing Market Assessment, Dartford Borough Council, 2010

was 10 years ago, Dartford's average (median) house prices continue to be relatively more affordable for average (median) earners compared to the London, Kent, South East, and national average. However for those on lower incomes the picture is different and there is a backlog of need for affordable housing as well as emerging needs, mainly as a result of the inability of new households to afford market housing.¹⁵

- 1.40 The housing stock is in relatively good condition. 82% of the housing stock at 2001 was in the form of houses, with flats and maisonettes accounting for 18% of the stock. The stock of houses is dominated by small, mainly terraced houses. Recent completions and planning permissions have included a high proportion of flats. Consequently, the proportion of flats in the housing stock is expected to increase.¹⁶

Issues:

- Particular shortage of intermediate properties in the affordable sector
- Need to maintain an appropriate balance between houses and flats
- Need to balance housing stock by increasing proportion of larger properties in order to address family needs

Economy

- 1.41 Employment in Dartford's traditional industries: manufacturing, including pharmaceuticals, and primary industries, which include agriculture and quarrying traditional industries have experienced a decline of 34% over the last 10 years.¹⁷
- 1.42 In the rural area, with a low proportion of workers in land based industries and a high number of office based workers, there is a decreasing relationship between villages, the surrounding countryside and the rural economy. Good train links result in high levels of commuting into Central London.¹⁸
- 1.43 Dartford has experienced a significant growth in jobs: 14,200 over the period 1995 to 2005. This brings the total number of jobs to 51,000, roughly equivalent to 1 job per economically active resident, a ratio well above its neighbours. Much of the job growth has occurred at Bluewater Regional Shopping Centre and Crossways Business Park. The increase in new jobs has been in retail, logistics and the office sector. Development of new employment floorspace has been offset to some extent by losses, resulting in a net gain of 208,000 sq m since 1995.¹⁹
- 1.44 Unemployment is low and annual average unemployment rates during the 2000's have been low, at or close to 2%, although it has risen towards 4% during the current recession. In spite of the number of jobs created, at 2001 only 41% of jobs in the Borough were filled by residents, whilst 55% of residents continued to commute out of the area to work, primarily to London.²⁰

¹⁵ Dartford Strategic Housing Market Assessment, Dartford Borough Council, 2010

¹⁶ Dartford Strategic Housing Market Assessment, Dartford Borough Council, 2010

¹⁷ Economy and Employment Technical Paper, Dartford Borough Council, 2010

¹⁸ Dartford's Green Belt (Land South of the A2), Dartford Borough Council, 2010

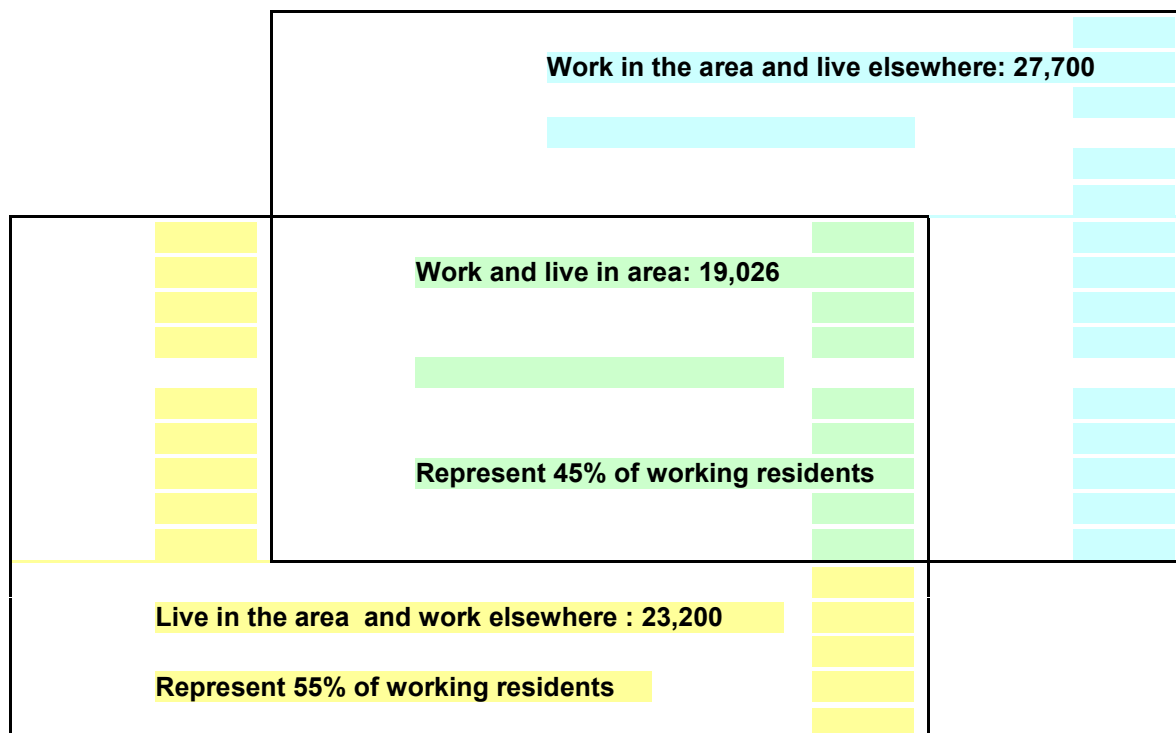
¹⁹ Employment and Economy Technical Paper, Dartford Borough Council, 2010

²⁰ Employment and Economy Technical Paper, Dartford Borough Council, 2010

Issues:

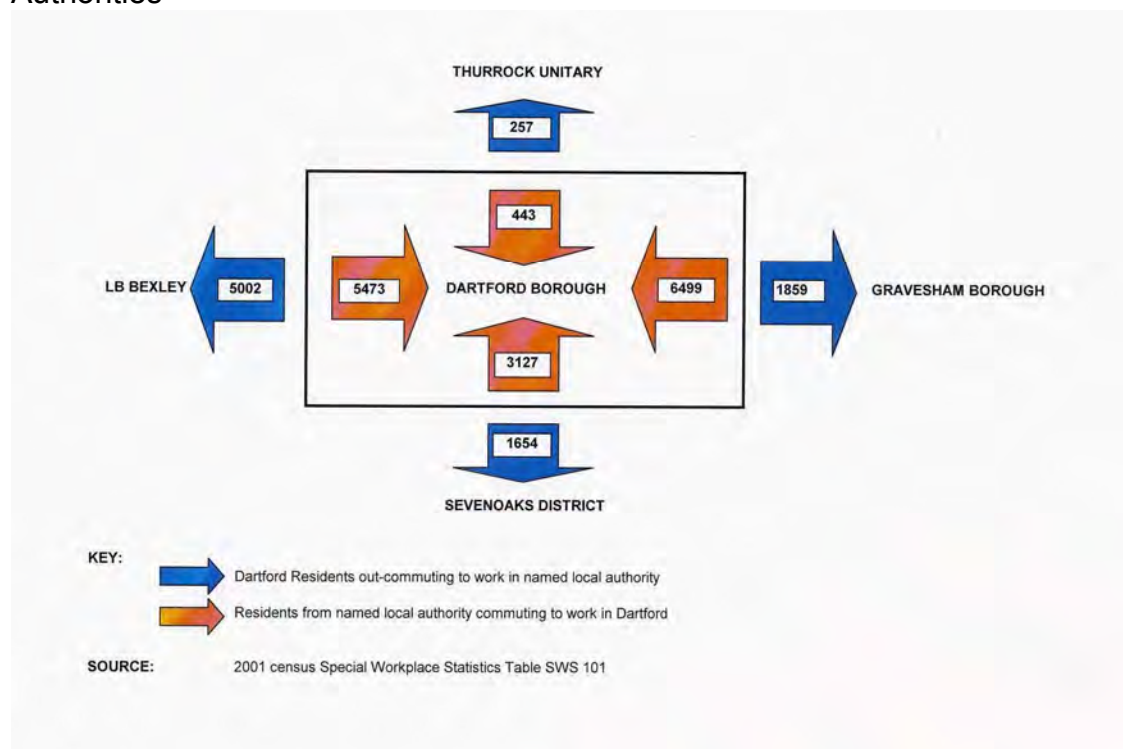
- High reliance on commuting to London
- Provision of suitable jobs closer to home for rural population
- Jobs needed to support population growth
- Need to compensate for losses in declining job sectors
- Development of local skill base to match needs of growth sectors

Figure 1: Area of Workplace and Residence for Dartford's residents and jobs



Source: 2001 Census Special Workplace Statistics Table 105

Figure 2: Work Flows Between Dartford and adjoining Local Authorities



Transport and Travel

- 1.45 The Borough contains some important strategic roads. The A2 acts as a key route between the Channel Ports, London and the rest of the UK. The Dartford Crossing on the M25 provides the only vehicular crossing of the River Thames east of London. These roads carry high volumes of strategic and commuting traffic. They also serve as part of the road network for local journeys in and around the Borough.
- 1.46 The capacity of the road network is under pressure. Traffic modelling has identified a significant number of points on the network where current or projected capacity is at a point at which congestion and unacceptable delays will arise in the absence of mitigation measures.²¹
- 1.47 In addition, largely as a result of the high volumes of traffic passing through the Borough, there are currently four Air Quality Management Areas (AQMA's), where air quality does not meet national objectives. The AQMA's are at the A282/M25 tunnel approach, the A2 Bean Interchange, London Road and Dartford Town Centre including approach roads.
- 1.48 In 2001 80% of households owned one or more cars or vans. Multiple ownership of cars is high at 3,406.²² The highest proportion of journeys to work (62.4%) were made by car²³. Recent improvements to the public transport infrastructure have included the introduction of the 'Fastrack' bus network. This service, which opened in 2006, uses, for much of its route, a dedicated "track", which links new and existing

²¹ Kent Thameside Development of the Transport Strategy - Technical Summary, Jacobs, 2008

²² 2001 Census Table KS17 Cars and vans (%)

²³ 2001 Census Table KS15 Travel to work (%) (Driving a car/van, or passenger in car/van)

residential, employment and retail centres. New phases have been introduced and others planned in tandem with new development. During the first year of operation, Fastrack passenger numbers exceeded expectations by 50%. Six months after operations started, surveys showed that 19% of Fastrack passengers would previously have used a car for their trip.²⁴

- 1.49 The High Speed 1 international and domestic services further improves Dartford's public transport connectivity. The international service commenced in November 2007, providing links to Paris with a journey time of just over 2 hours, connecting with the European high speed rail network. A domestic service, introduced in 2009, operates from Ebbsfleet with a journey time of 17 minutes to Central London. During the 2012 Olympic Games the 'Javelin' service will operate between Ebbsfleet and St Pancras, via Stratford, providing a train every 6 minutes.
- 1.50 In addition, the North Kent line provides a service to London and the North Kent towns, providing frequent stops along the way. It is a node for three lines out of London and has high volumes of passenger traffic. It forms a key element of the East and West corridor out of and into London. To the south, the Victoria to Chatham line serves rural settlements in the Borough.
- 1.51 The River Thames provides an existing and potential sustainable means of transport for movement of goods and materials. As at 2011, Johnsons Wharf is in operation as a marine-dredged aggregates wharf, Littlebrook Power Station imports oil by river and Thames Europort has 2 deep water ro-ro berths which are not in operational use.

Issues:

- Congestion hot spots which are likely to deteriorate further with new development, without mitigating action
- The trunk road network serves local needs and projected growth from local development, as well as national and international traffic
- Improvements in connectivity, such as fast train links with Central London, can result in increased pressure for commuting.
- Poor air quality adjacent to roads with high traffic flows.

Shopping centres

- 1.52 Dartford is the main town centre in the Borough and is identified as a secondary regional centre in the South East Plan. It provides a range of retail, cultural and administrative facilities, contains a theatre with a regional catchment and is developing the potential of Central Park and adjoining lands and buildings as a recreation and leisure hub in the town centre. The town centre has a historic core and holds regular markets.
- 1.53 The town centre has been experiencing a decline in the quality of shopping offer and environment. It has seen increasing competition from neighbouring centres and its market share in the immediate catchment area has reduced over recent years. The Council has been active in assembling sites to bring forward new investment in shopping facilities but progress has been slowed by the recession. In the meantime,

²⁴ Kent Thameside Development of the Transport Strategy Technical Summary, Jacobs, 2008

improvements to the public realm are being carried out in the heart of the shopping area, as well as to Central Park, which immediately adjoins the core shopping area.

- 1.54 Bluewater, an out-of-town-centre, serves a specialist regional role for comparison goods shopping and is a popular visitor destination, ranking as one of the most important tourist destinations in Kent. Bluewater has had a positive regenerative effect, setting a benchmark for quality in Kent Thameside and providing a large number of local jobs. Bluewater now faces increasing competition from new and expanding regional-level centres.²⁵

Issues:

- The large population increase will result in additional demand for shopping and leisure facilities
- The decline of Dartford town centre needs to be reversed if it is to continue serving the needs of the growing population in its immediate vicinity
- An appropriate balance needs to be established between Bluewater and Dartford shopping centres and approved shopping capacity at Ebbsfleet/Eastern Quarry

Sport, Recreation, Leisure and Cultural Facilities

- 1.55 The Borough has a wide range of sporting facilities including built sports, outdoor sports and countryside pursuits, catering for all ages and enabling the local community to participate at all levels from fast paced team sports to individual health and fitness training as well as more relaxed informal recreation.²⁶
- 1.56 The Council has invested in a transformational programme of sports and community development, including the provision of a new judo centre at Stone Lodge, a community football stadium at Princes Park and a range of innovative facilities in Central Park catering for a wide spectrum of ages and preferences. It has also acquired Acacia Hall Sports and Social Club premises, adjacent to Central Park. However, additional facilities are required to address currently poor levels of sport activity of some groups as well as to meet the need of the growing population.²⁷
- 1.57 In Dartford Town Centre the Orchard Theatre provides a range of dramatic and musical entertainment and has a regional draw. There is also a library and local museum. Bluewater Regional Shopping Centre contains a 12 screen multiplex cinema together with some other visitor entertainment facilities. The Mick Jagger Centre, provides a small live performance facility. However, parts of the Borough lack choice in leisure provision; Dartford town centre has a limited family offer lacking attractions such as a cinema or a range of eating places.²⁸
- 1.58 Planning consents at Eastern Quarry and Ebbsfleet²⁹ allow for additional sports and leisure floorspace.³⁰ At Ebbsfleet this floorspace is to be located to serve

²⁵ Dartford Retail and Commercial Leisure Study, GVA Grimley, 2010

²⁶ Sports Facilities Technical Paper, Dartford Borough Council, 2010

²⁷ Sports Facilities Technical Paper, Dartford Borough Council, 2010

²⁸ Dartford Retail and Commercial Leisure Study, GVA Grimley, 2010

²⁹ Ebbsfleet and Eastern Quarry Background Paper, Dartford Borough Council, 2010

³⁰ Use Class D2 Assembly and Leisure

the residential and working populations, and travellers using the station and facilitate linked trips.

Issues:

- Need for further sporting facilities to address current demand and future population growth
- Need for an extended family offer in Dartford Town Centre
- Need for wider range of leisure and cultural provision across the Borough

THE COUNCIL'S VISION FOR DARTFORD 2026

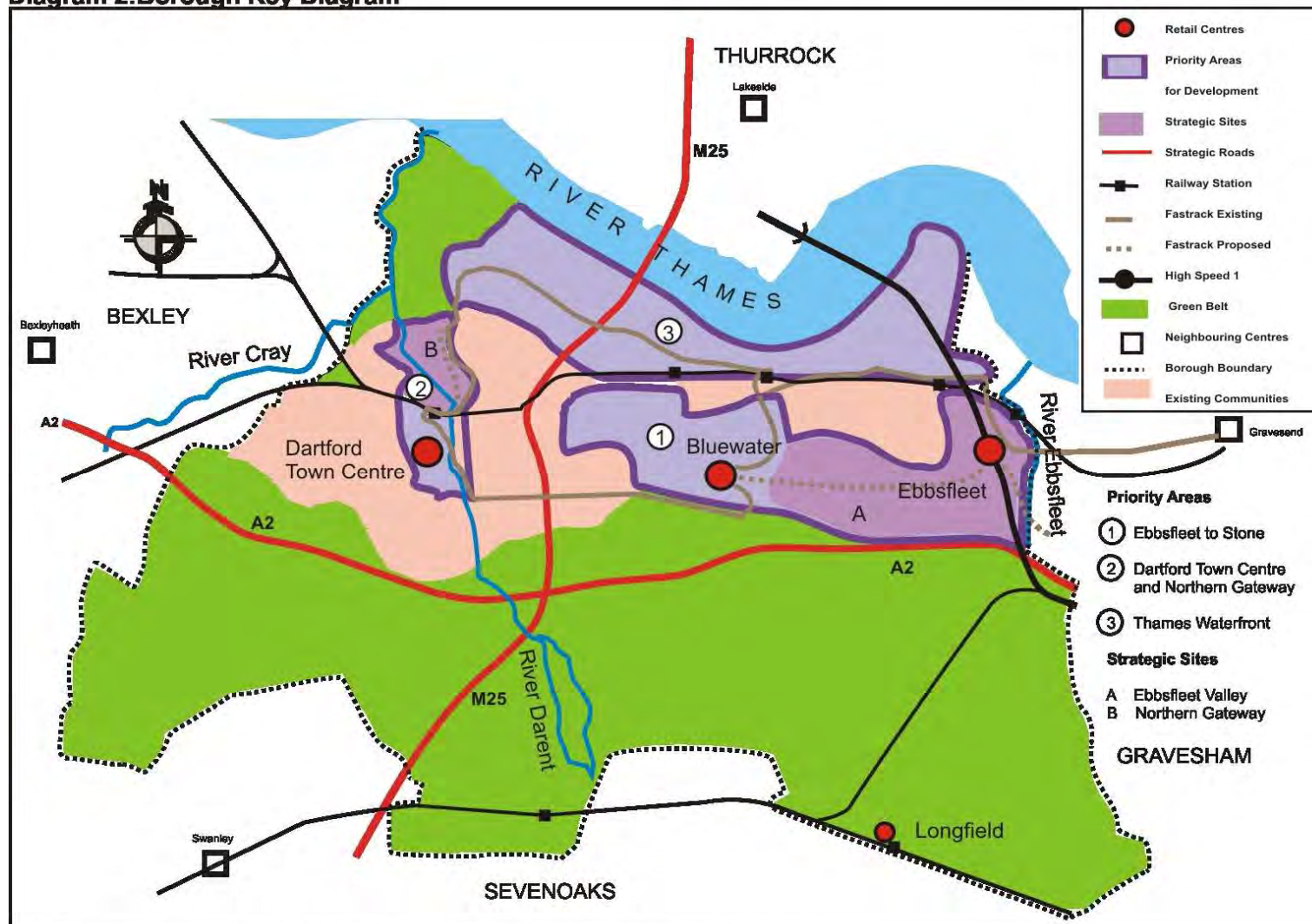
1. To make Dartford the place of quality and choice, a place where people choose to live, work and enjoy their leisure time.
2. The principal components of this will be strong communities, a high quality natural and built environment and a prosperous local economy.
3. New communities, setting down roots in the area, will form in the Ebbsfleet Valley and Stone area, on the Thames Waterfront and in and around Dartford Town Centre. The new areas will be strongly integrated with existing communities providing many benefits, including green spaces and waterside settings, attractive pedestrian and cycle links and improved public transport, in particular Fastrack. Community facilities, including schools, health centres, shops and sports and leisure facilities will be located where residents can easily reach them on foot and meeting the needs of young and old alike.
4. A lively and vibrant Dartford Town Centre will attract local residents to visit more frequently to shop and enjoy its unique assets, including Central Park and various leisure attractions. The specialist and high quality shopping offer at Bluewater, will provide residents with additional choice.
5. Many residents will choose to work in the expanded range of high quality jobs on offer locally, including at the major business centre at Ebbsfleet, as well as at The Bridge, Eastern Quarry and Crossways.
6. Excellent recreational, sports and leisure facilities and an extensive network of multifunctional green spaces will enable residents to enjoy their free time and lead healthy lifestyles.

STRATEGIC OBJECTIVES

- 1.59 The Core Strategy develops this vision and the success of planning policies will be measured against this. The Council believes that *Dartford, the place of quality and choice* means pursuing the following strategic objectives:
1. A stable integrated community living in attractive and safe neighbourhoods that reflect the area's heritage and promote a sense of place, whose residents enjoy a choice of homes and easy access to local everyday facilities.
 2. New residential and mixed use development focused in Dartford Town Centre, the area between Ebbsfleet and Stone, and the Thames Waterfront.
 3. A successful commercial hub at Ebbsfleet acting as a driver for economic growth and diversification in the Borough resulting in a range of jobs, with appropriate education and skill training opportunities to enable residents to access a wide range of jobs and professions.

4. A vibrant town centre with a flourishing day and evening economy and a strong cultural and leisure offer alongside a strong retail core, set in an attractive public realm.
5. An accessible and enticing Thames Waterfront with a high quality built and natural environment, offering a range of leisure and recreational opportunities.
6. A green borough that is resilient to the effects of climate change and offers a high quality of life, with an enhanced network of landscaped paths, cycle routes, open spaces and biodiversity habitats and corridors, and with links to the countryside and the Thames.
7. The character of villages and countryside in the Green Belt protected and enhanced and providing contrast with the urban area.
8. A full range of opportunities to enjoy first class cultural and leisure pursuits as well as sport and recreation, particularly at Dartford Town Centre, Eastern Quarry, Ebbsfleet, Stone Lodge and Swanscombe Peninsula.
9. A realistic choice of travel options, with public transport able to cater conveniently for most local journeys as well as to Central London and providing good access to the rest of Kent and Europe, with a well-developed walking and cycling network for local journeys.
10. A sustainable borough leading the way with energy and water efficient buildings, widespread use of renewable energy and well-adapted to climate change.

Diagram 2: Borough Key Diagram



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CHAPTER 2: WHERE DEVELOPMENT WILL TAKE PLACE

- 2.1 This chapter sets out the main areas of change in the Borough and what will happen in them.

Context

- 2.2 Change is already under way in Dartford. In 1995, the Thames Gateway Planning Framework (RPG9a) identified the strategic opportunities that are now being progressed, including Ebbsfleet, Eastern Quarry and The Bridge. Later strategies and plans have taken forward these proposals. Major developments largely completed include the Crossways Business Park, Bluewater Regional Shopping Centre and award-winning residential developments at Ingress Park, Greenhithe and Waterstone Park, Stone.
- 2.3 Economic development at Ebbsfleet underpins the future growth and transformation of the area with the international and domestic station at Ebbsfleet providing a driver for economic change in the area. The Thames Gateway Delivery Plan identifies the area as an economic transformational hub.
- 2.4 Planned development at Ebbsfleet, comprising a major mixed use scheme with up to 20,000 jobs proposed³¹, has the ability to transform patterns of work, travel, living and recreation in the Borough. It will also support the role of London as a world city, providing capacity and linkages to enable London to maintain its global position.³²
- 2.5 However, in the short to medium term, existing retail, leisure and employment centres in the Borough can play a significant role in supporting the local population and beginning the transformation of the economy. These centres include Dartford Town Centre, Bluewater regional shopping centre, Crossways Business Park and the emerging Science Park at The Bridge. The quality of offer and attractiveness of these locations will underpin the choices available to the local community for shopping, leisure and job opportunities over much of the Plan period.
- 2.6 In tandem with economic growth, new residential communities are proposed. There is enough suitable and available land for up to 17,300 new homes to be built between 2006 and 2026, although the actual pace at which homes will be delivered will depend on market conditions. The aim is to achieve a closer alignment of local labour supply and demand, so as to reduce the need to travel. This is to be achieved by mixed use development, in particular, providing jobs alongside homes.

Where development will take place

- 2.7 A strategy focussing on large mixed use developments in the urban part of Dartford, north of the A2, has been set through earlier guidance³³ and endorsed by the Council through its Draft Local Plan Review³⁴ (2004). The decisions taken in the preparation of this Core Strategy build on this previous work as well as the most up-

³¹ Total capacity for both Dartford and Gravesham boroughs. The planning application covers both Boroughs.

³² The London Plan, Consultation Draft Replacement Plan, Mayor of London, October 2009

³³ Thames Gateway Planning Framework (RPG9a), Department of Environment, 1995

³⁴ Dartford Local Plan Review, Amended Second Deposit, Dartford Borough Council, 2004.

to-date evidence³⁵ and current economic and other local circumstances. The future pattern of development has been determined having regard to the following key principles :

1. **Developing in areas with the most regeneration potential:** Identification of those sites or areas where development can provide opportunities for access to a range of homes, jobs, shopping, leisure, recreation and community facilities, for the benefit of all communities. Remediating and bringing back into beneficial use degraded and despoiled sites which can safely and practicably be brought into use and re-integrating these sites with surrounding communities.
2. **Protecting and enhancing quality of life:** Protection from development those sites and areas:
 - which provide wider community and environmental benefits as areas of open land
 - where intensification creates pressures that cannot readily be mitigated
3. **Ensuring a balanced and sustainable pattern of land use and transport:** Promotion of areas with good existing public transport, or where development proposals provide for new or improved provision; promoting a pattern of development where complementary land-uses are closely interrelated, so as to reduce travel.

2.8 In support of the focus for development outlined above, three areas have been identified as priorities for development: Dartford Town Centre and the Northern Gateway, Ebbsfleet to Stone and the Thames Waterfront. The Council's assessment of housing and employment land demonstrates that the creation of the significant new communities containing a range of jobs and homes can largely be met through identified sites within these three areas.³⁶

2.9 Preference is given to development on large strategic previously-developed or damaged sites north of the A2 so as to allow new housing and other types of development to be sustainably planned and with the necessary supporting infrastructure.

2.10 The size of sites within the three priority areas enables the creation of high quality, mixed and sustainable developments. It allows development to take place in a planned way with infrastructure delivered as part of the scheme, resulting in communities supported by appropriate infrastructure and facilities. These sites can provide a range of benefits which extend to residents beyond the site boundaries. This includes an enhanced network of green spaces, a fast and efficient public transport system in Fastrack, a range of community facilities as well as jobs with training provided for local people, shops and leisure activities and the potential for the delivery of a low carbon energy network.

³⁵ Dartford Strategic Housing Land Availability Assessment and Economy and Employment Technical Paper, Dartford Borough Council, 2010

³⁶ Dartford Strategic Housing Land Availability Assessment and Economy and Employment Technical Paper, Dartford Borough Council, 2010

- 2.11 The focus on these three areas enables greater protection for other areas where development is less appropriate. These include the Green Belt and contaminated sites where there is uncertainty about the safety and practicability of site development. It also enables the protection of existing residential areas from inappropriate infill, where development of sites can lead to over-intensification, with limited opportunity to redress pressures on services, facilities and open space.

Policy CS 1: Spatial Pattern of Development

1. In order to maximise regeneration benefits, promote sustainable patterns of development and protect less appropriate areas from development, the focus of development will be in three priority areas:
 - a) **Dartford Town Centre & Northern Gateway** - revitalisation of the town centre as a shopping, leisure and service centre for the surrounding communities, and complementary redevelopment of redundant land at the Northern Gateway to create a mixed community of homes and jobs supporting the town centre.
 - b) **Ebbsfleet to Stone** - bringing back into productive use former chalk quarries and integrating existing communities with the new facilities these developments can provide.
 - c) **The Thames Waterfront** - bringing life and activity to the riverside through redevelopment of sites no longer required for their former uses, and creating attractive mixed use development that provides public access to the river.
2. For groups of sites where opportunities can be maximised by co-ordination of developments to achieve joint objectives and develop a coherent vision, the Council will seek the preparation of a masterplan or development brief to inform relevant planning applications. Preparation to be with the full involvement of the Council, relevant landowners/developers, local communities and other interested parties.

PRIORITY AREAS FOR DEVELOPMENT

- 2.12 Priority Areas are identified as broad locations for strategic development where the majority of future development in the Borough will take place. Each Priority Area is comprised of a number of major sites which have been assessed for their suitability for housing or employment use³⁷. Policies and accompanying diagrams in this Plan provide the broad principles of development. These may be used as a basis of masterplanning and will also help inform decisions on planning applications. More specific policy guidance is contained in the generic policies in this document as well as the future Development Management DPD. Within the Priority Areas, two strategic sites, considered fundamental to the achievement of the Core Strategy objectives, have been allocated: Ebbsfleet Valley and the Northern Gateway. The

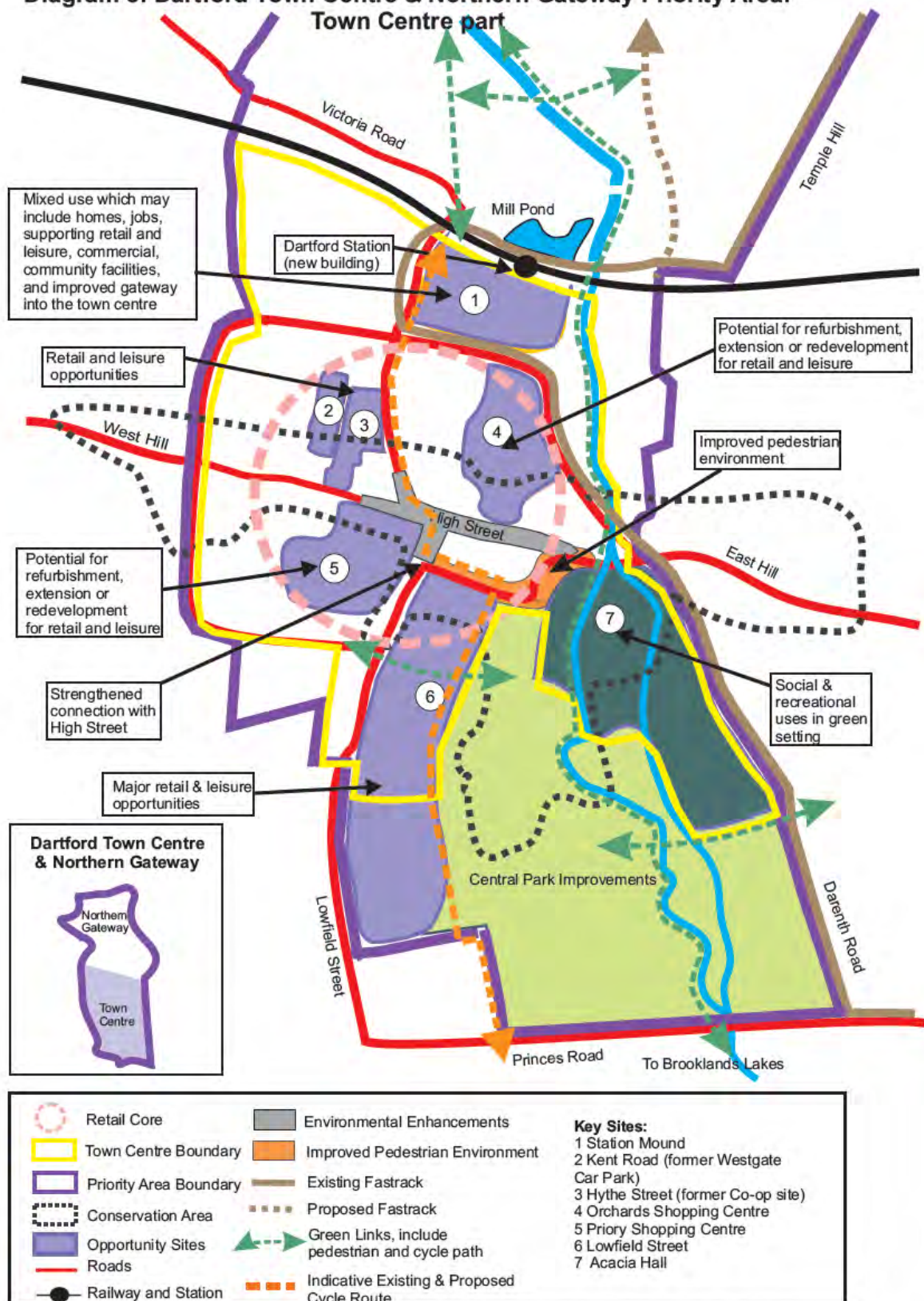
³⁷ Dartford Strategic Housing Land Availability Assessment, Dartford Borough Council, 2010.
Sustainability Assessment of Housing Sites, Dartford Borough Council, 2010.
Strategic Employment Land Availability Assessment, Dartford Borough Council, 2010,
PPS25 Sequential and Exceptions Test Assessment, Dartford Borough Council, 2010

importance of Ebbsfleet Valley results from its potential to transform the local economy. The Northern Gateway will assist in the regeneration of Dartford Town Centre and will bring major vacant sites adjacent to Dartford station back into use. For these, a more specific mix of land uses and quantities and development principles is set out in policy and the site boundaries are delineated on the Proposals Map.

Dartford Town Centre & Northern Gateway Priority Area

- 2.13 This area comprises Dartford Town Centre and the area immediately to the north of the centre, the strategic site referred to as the Northern Gateway (see Policy CS 3).
- 2.14 A strong and vibrant town centre is a critical ingredient in the vision for Dartford Borough, with the town centre complementing the retail and leisure offer at Bluewater and an emerging centre at Ebbsfleet, providing residents, workers and visitors with a choice of destinations.
- 2.15 Dartford Town Centre is the principal multi-purpose centre in the district. The South East Plan defines it as a Secondary Regional Centre and identifies it as one of four town centres in Kent Thames Gateway where new mixed retail, leisure and service uses will be concentrated.

Diagram 3: Dartford Town Centre & Northern Gateway Priority Area:
Town Centre part



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

- 2.16 The town centre provides a range of retail, service sector, leisure, cultural and civic facilities and is home to a small residential community. The retail offer has been in decline for some time, with the recession exacerbating the situation. Many local residents travel to more distant centres for their food shopping, everyday services and regular comparison shopping.³⁸
- 2.17 The planned growth in population provides new opportunities for the town centre to address quantitative and qualitative deficiencies in retail and leisure provision. The Dartford Retail and Commercial Leisure Study concludes that a strengthened convenience offer, particularly where combined with comparison floorspace, has the potential to attract shoppers back into the town centre, bringing wider benefits to the centre. The increased customer base is most likely to be drawn from the area immediately surrounding the town centre, resulting in more sustainable travel patterns. The study also recommends a strengthened leisure offer, providing facilities such as a cinema and an increased range of eating and drinking places.
- 2.18 Taking into account the opportunities and the current weaknesses, a strategy for the rejuvenation of the town centre is based on the following objectives:
1. Strengthening the role of the town as a shopping centre and consolidating its role as a service centre so as to improve its attraction, particularly within the immediate catchment area.
 2. Broadening the other attractions of the town, especially the leisure, culture and recreation offer, particularly in the evenings and weekends, so as to cater for a wider range of people including families, increase the potential for linked trips and extend the hours of activity within the centre.
 3. Developing a unique identity for Dartford by giving its assets, including the historic environment, its markets and market town status, Central Park, the River Darent and the Orchard Theatre, a higher profile in the life of the town.
 4. Supporting an increase in homes and jobs in the town centre and Northern Gateway, so as to increase the number of potential customers, introducing more activity at all times of day and weekends, thereby creating a more vibrant and safer centre.
 5. Creating a safe and high quality environment in all public areas, so as to improve the experience for visitors, from their point of arrival and through the entirety of the centre.
 6. Consolidating town centre uses on and adjacent to the High Street Improvement of walking connections to the High Street and integration of town centre uses between different parts of the town, so as to increase the level of linked and extended trips.

³⁸ Dartford Retail and Commercial Leisure Study, GVA Grimley, 2010

7. Improving the ease, convenience and safety of accessing the town centre by all modes, including by car, foot, bicycle, train, Fastrack and other buses, with consideration given to the location of bus stops in relation to the main shopping area.

Policy CS 2 : Dartford Town Centre

1. In order to revitalise Dartford Town Centre and improve its range of attractions and environment, the Council will:
 - a) Work with landowners, developers and government agencies to increase the range and improve the quality of the food, comparison shopping and leisure offer.
 - b) Require planning applications for retail and leisure development within the town centre (Proposals Map 1) to demonstrate, commensurate to their size, their contribution to the achievement of the objectives set out in paragraph 2.18 above. In particular, how the proposal will ensure benefits are spread to the wider town centre.
 - c) Seek to deliver up to 1,030 homes and 300 jobs (B1 uses and A2 uses) in addition to jobs provided in retail and leisure uses.
 - d) Work with its partners to deliver the following sites for mixed-use development, incorporating retail and/or leisure proposals at ground level, and a mix of uses on upper floors that could include housing, office use and community facilities subject to meeting the objectives in para 2.18:
 - Lowfield St
 - Hythe St (former Co-op site)
 - Kent Rd (former Westgate car park)
 - e) Encourage proposals for refurbishment, extension or redevelopment of the Orchards and Priory Shopping Centres to provide enhanced and/or increased shopping and/or leisure facilities.
 - f) On the Station Mound site, work with partners to facilitate a new Dartford station building, improved interchange facilities at the station and create a high quality gateway into the town centre, through redevelopment of the site for a mix of uses, which could include cafes, pubs and restaurants, housing, employment (B1), hotel, community facilities and supporting retail and leisure uses.
 - g) Enhance the social and recreational role of the Acacia Hall complex and improve its linkages with Central Park and the town centre. Explore options for the eventual replacement of Fairfield Pool on the Acacia Hall site.
 - h) Protect and enhance the town centre's historic environment, by requiring that development creates a sense of place by responding positively to the market town context and within and adjacent to the Conservation Area respecting the varied historic, heritage and archaeological context; work with landowners to improve buildings in the Conservation Area; maintain the historic garden landscape at Acacia Hall; and provide town heritage information in historically significant locations. The archaeological potential should be assessed prior to development through a desk-top study and

investigated via fieldwork, where the desk-top study indicates this will be necessary, or through an archaeological watching brief, if appropriate. The approach to any finds of significance will be determined through an Archaeological Strategy or Framework, agreed in partnership with KCC.

i) Use available resources to improve the public realm, in particular through improvements to Central Park, street environment enhancements in the High Street and the area around Dartford station.

j) Enhance the biodiversity of the River Darent and create an Ecology Island between the two branches of the River Darent, as part of improvements to Central Park.

k) Work with its partners, with funding from development contributions and/or the Strategic Transport Programme (see Policy CS 16) to implement schemes giving greater priority to pedestrians, particularly at the eastern end of the High Street and Market Street and improving accessibility between bus stops and the main shopping area.

l) Require that new housing development contributes proportionally to the land and build costs of a new primary school at the Northern Gateway.

m) Require that planning applications for development in Flood Zones 2 and 3 are accompanied by a site specific FRA³⁹ to demonstrate that development is safe and will pass part C of the Exception Test⁴⁰, where applicable. These sites to also be sequentially tested to direct 'more vulnerable' uses⁴¹ to the parts of the site at less risk of flooding, where possible.

n) Prepare a Dartford Town Centre Supplementary Planning Document to provide further guidance on the implementation of the strategy for the town centre. The Development Management DPD will identify the primary shopping area, and consider primary and secondary shopping frontages and the management of uses within these.

2. Planning applications must be supported by a transport assessment which takes into account all development proposals in the town centre as well as those at the Northern Gateway. A Travel Plan will be required for each application. Local improvements related to a proposed development will be required to be delivered by the development.

3. See Diagram 3 and see also Policy CS12.

Northern Gateway Strategic Site

2.19 On the northern boundary of the town centre, to the north of the railway line and train station, is an area largely consisting of vacant and redundant employment sites in a number of ownerships. Their location provides an opportunity to create a gateway into the town centre which can support and strengthen the town's functions.

³⁹ Dartford Town Centre Strategic Flood Risk Assessment, Entec, 2008

⁴⁰ As per PPS 25: Development and Flood Risk, DCLG, 2010

⁴¹ As per PPS 25: Development and Flood Risk, DCLG, 2010

- 2.20 Comprehensive development of the area enables the provision of homes and jobs on a scale which can support the creation of new community facilities, improved connections with the town centre, and a linked network of green spaces which takes advantage of the waterside setting. Improvements to the riverside environment and creation of footpaths along the river are being carried out. SEEDA has assembled a part of the site and is proceeding with implementation of employment units.
- 2.21 The site is bounded to the east by the residential community of Temple Hill and to the west by the residential community around Burnham Road. These communities are physically disconnected from other parts of the Borough as a result of the barriers created by the railway to the south and road to the north and from each other by industrial uses on the site. Development of the site provides the opportunity to integrate these communities and spread the benefits of development.
- 2.22 Constraints affecting the site have limited options and have influenced the distribution of uses.⁴² Flexibility has been allowed within the preferred option, to provide the ability to respond to circumstances at the time of development of sub-sites.
- 2.23 The site lies close to the M25 Dartford Crossing, one of the busiest parts of the strategic road network. Development of the site will need to address Highway Agency concerns about potential impact of traffic generation from the site, particularly on Junction 1a of A282/M25 (see also paragraph 3.56). Traffic access to the south leads onto the Dartford Town Centre ring road. The combined impact of proposed development in the Northern Gateway as well as in the town centre itself will create pressure on the ring road and approach roads. A transport improvement scheme for Dartford Town Centre has been prioritised within the Strategic Transport Infrastructure Programme (see Policy CS 16). The Council is working with Kent County Council to develop a scheme which can reasonably cater for the traffic generated by new development, as well as improve the town centre environment for pedestrians.
- 2.24 The objectives for the development of the site are:
- To realise development which complements and contributes to regeneration of the town centre, rather than competes with it.
 - To create a sustainable community, supported by on-site community facilities, and making the most of the opportunity provided by the Mill Pond and River Darent to provide an attractive setting for development.
 - To create a high quality gateway into the town centre that provides for convenient, attractive and safe access from the north, particularly by foot, bicycle and public transport.
- 2.25 The following principles will guide the development of the site:

⁴² Northern Gateway Strategic Site Background Paper, Dartford Borough Council, 2010

1. Relationship with the town centre

Uses that are complementary to but not in competition with the town centre. Increased connectivity between two areas encouraged, so as to maximise the additional footfall in the town centre from the new community. Low key waterside leisure activity at the Northern Gateway can act as a complementary attraction to the town centre.

2. Design

Quality of design will reflect the varied character of the place, from a more urban, compact and active character at the southern edge abutting the town centre and station, graduating northwards to a more intimate and green character, in keeping with the waterside and Dartford Marshes context.

3. Relationship with adjacent communities

Walking and cycle routes linking with the adjacent communities, providing access to and across the river and facilities on site. Shared use of community facilities should be explored, particularly with the Temple Hill neighbourhood, through the strengthening or extending of existing facilities, or by new provision on the site which can serve the wider area.

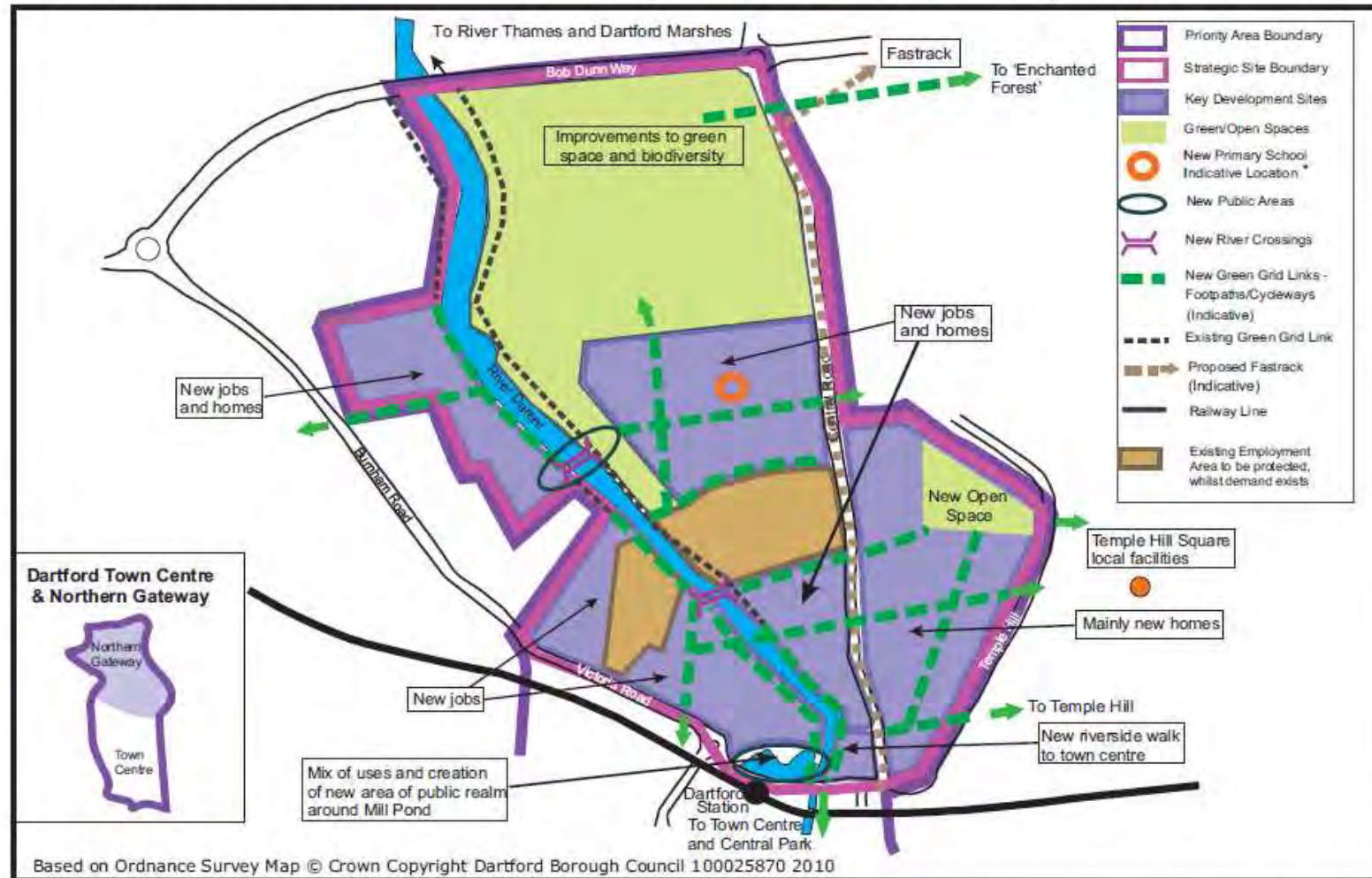
4. Environment

A multifunctional green network to be incorporated as part of the development of the site. This will provide for recreational needs, cycle and walking links, connected natural habitat routes linking into the river corridor and assist with flood management. Dartford Fresh Marshes, which is a Local Wildlife site, will be enhanced for biodiversity and public enjoyment. Development will need to ensure that recreational pressure does not adversely affect the conservation assets of the site. This may be addressed through the production of a site management plan by the developer in liaison with the Council and conservation partners. Biodiversity of the River Darent will also be managed and enhanced. A 15 m buffer strip on the riverside will be protected from development, where possible.

5. Transport

Management of traffic in a way that does not have an unacceptable impact on Junction 1a of the A282/M25 or the local road network, including Dartford Town Centre. Maximising the potential of the site's location adjacent to the station and town centre and provision of Fastrack route through the site to encourage sustainable forms of travel.

Diagram 4: Dartford Town Centre & Northern Gateway Priority Area: Northern Gateway Strategic Site



* The notation of the GSK North site as a location for a primary school is indicative only. The precise location for a primary school at the Northern Gateway Strategic site will be determined through further assessment.

Policy CS 3: Northern Gateway Strategic Site

1. In order to encourage the development of a sustainable living and working community which helps support town centre regeneration, the Council will work with landowners, developers and delivery agencies to achieve the following outcomes:
 - a) Provision of up to 2,040 homes mainly as family housing but with apartments around the Mill Pond and at the southern end of the site. Specialist housing for the elderly may also be provided.
 - b) Provision of 1200 jobs in B1, B2 and B8 uses, as far as these are compatible with adjacent residential uses⁴³.
 - c) Provision of a mix of uses and the creation of a new area of public realm around the Mill Pond, creating a vibrant hub within the site, and an additional complementary attractor to the town centre. Uses may include local shops and leisure uses, a hotel, community facilities and cafes, pubs and restaurants fronting onto the waterside. A site management plan will be required to ensure the appropriate management of Dartford Fresh Marshes.
 - d) Creation of multifunctional greenspace alongside the River Darent and within and across the site, providing at least 30% open space across the site⁴⁴, with provision for biodiversity and landscape improvements as well as recreational, sporting and amenity areas. Land at Dartford Fresh Marsh, the Mill Pond and the provision of a park on the eastern side to form part of the provision.
 - e) Creation of footpaths and cycle paths along and across the River Darent, connecting to Mill Pond, into the town centre and to the wider Green Grid in the Borough.
 - f) Minimising the amount of traffic generated by the site, with an emphasis on sustainable forms of travel, with Fastrack provision through the site, direct access to Dartford station and foot and cycle connectivity. Car parking provision on the site to reflect its location adjacent to the station and town centre, with provision related to proximity to these facilities. Planning applications must be supported by a transport assessment which takes into account all planned development in the town centre as well as the Northern Gateway. In advance of a Community Infrastructure Levy (CIL), a proportionate contribution will be required towards short-term mitigation measures to address any impact of the proposal on Junction 1a of the M25 (A282). A Travel Plan will be required for each application. See also Policy CS 16, Transport Investment.
 - g) Provision of a 2-form entry primary school on the site⁴⁵, with developments in the Northern Gateway and Dartford Town Centre contributing proportionally to land and build costs of the school.
 - h) Provision of primary health services, community meeting hall and other community facilities required, either on or off-site, in a way that best meets the

⁴³ Office, light industrial, general industrial and storage and distribution

⁴⁴ Open Spaces Technical Paper, Dartford Borough Council, 2010

⁴⁵ Infrastructure Background Paper, Dartford Borough Council, 2010

needs arising from the new development as well as supporting neighbouring communities.

i) Achievement of at least Code Level 4⁴⁶ in the energy category in advance of mandatory requirements. Where development commences in advance of a mandatory requirement for Code Level 6, buildings to be designed in a way that enables the retro-fitting of sustainable energy technologies for example through solar thermal, photovoltaic systems, ground source heat pumps. This may also be facilitated by the provision of or re-use⁴⁷ of on-site zero/low carbon Combined Heat and Power Plant (CHP) to serve the development. The potential of the CHP to supply a wider area to be explored.

j) Planning applications for development in Flood Zones 2 and 3 accompanied by a site specific FRA⁴⁸ to demonstrate that development is safe and will pass part C of the Exception Test⁴⁹, where applicable. These sites to also be sequentially tested to direct 'more vulnerable' uses⁵⁰ to the parts of the site at less risk of flooding, where possible.

k) Promotion of development that reflects and interprets the riparian and industrial heritage associated with the area, in order to create a sense of place. Archaeological potential within the site should be assessed prior to development through a desk-top study and investigated via fieldwork, where the desk-top study indicates this will be necessary, or through an archaeological watching brief during development, if appropriate. The approach to any finds of significance will be determined through an Archaeological Strategy or Framework, agreed in partnership with KCC.

2. Planning applications must be supported by a transport assessment which takes into account development proposals for the site as a whole, as well as proposed developments in Dartford Town Centre. A Travel Plan will be required for each of the sub-sites. Local access improvements related to proposed development will be required to be delivered by developers.
3. The Council will prepare an Infrastructure Delivery Plan, in partnership with landowners, developers and service providers. This will guide the provision and funding of community and infrastructure facilities for each of the sub-sites.
4. Land uses impacting on the viability of the town centre will not normally be acceptable.
5. Employment uses successfully operating on the site, including at Riverside Industrial Estate and Victoria Industrial Park, will be protected, whilst the demand for them exists.
6. Proposal Map 2 shows the site boundaries. Diagram 4 will be used to inform detailed proposals for the site.

⁴⁶ Code for Sustainable Homes, DCLG, 2008

⁴⁷ There is currently a CHP plant on site serving the industrial operations.

⁴⁸ Dartford Town Centre Strategic Flood Risk Assessment, Entec, 2008

⁴⁹ As per PPS 25: Development and Flood Risk, DCLG, 2010

⁵⁰ As per PPS 25: Development and Flood Risk, DCLG, 2010

Ebbsfleet to Stone Priority Area

- 2.26 The largest of the Priority Areas runs east/west across part of the Borough, incorporating existing urban communities interspersed with former quarries (See Diagram 5). It is characterised by the scale of opportunity provided by strategic development sites identified as part of the Thames Gateway initiative, as well as the delivery challenges these sites represent. Significant progress has already been made in bringing the sites forward, with Bluewater shopping centre and homes at Waterstone Park built and planning permissions in place for Ebbsfleet and Eastern Quarry.
- 2.27 The significance of Ebbsfleet as an international transport node will influence the nature of development in the area. Facilities of a regional and sub-regional level, if planned well, have potential to create vibrancy and activity at key hubs and raise the profile of the area. This will significantly extend the range of opportunities for local residents.
- 2.28 Whilst urban in nature, the area benefits from a generous amount of informal open space and wooded verges. This provides the opportunity to develop a green network, helping to define each community, providing readily accessible open space as well as biodiversity corridors.
- 2.29 A number of important heritage sites exist within, and surrounding, this Priority Area, including Scheduled Monuments, a Site of Special Scientific Interest and Listed Buildings at Stone House Hospital⁵¹. There is potential for the development sites in this area to contain remains of archaeological significance from Palaeolithic, through Roman and Saxon to modern industrial eras.

Ebbsfleet Valley

- 2.30 Ebbsfleet, Eastern Quarry and Northfleet West Sub Station, at the eastern end of the Priority Area, are the most significant of the sites. They jointly form the Strategic Site referred to here as Ebbsfleet Valley (Policy CS 5). The development of these sites acts as an economic driver and provides the impetus for regeneration in the area. The South East Plan recognises Ebbsfleet as a regional hub, with the expectation that it would form a focus for strategic development around it.⁵²

Swanscombe and Greenhithe

- 2.31 The planned developments at Ebbsfleet Valley and Swanscombe Peninsula (part of the Thames Waterfront Priority Area) provide an opportunity to integrate the new development with the existing communities at Swanscombe, Greenhithe and Knockhall and maximise benefits for these communities. Available opportunities have been identified in a master plan⁵³ and the findings of this study have been integrated into guidance produced by the Town Council.⁵⁴ The proposed objectives set out in that guidance are:

⁵¹ Historic Environment and Heritage Paper, Dartford Borough Council, February 2011

⁵² South East Plan 2009, Policy SP2

⁵³ Swanscombe and Greenhithe Masterplan, EDAW, June 2005

⁵⁴ Swanscombe and Greenhithe Town Council, Development of Town Strategic Local Development Framework, July 2008

1. Improvement of the public realm
2. Physical integration with its surroundings
3. Provision of attractive gateways into Swanscombe
4. Improvement of housing quality and increasing the range of housing choice
5. Improved access to retail, cultural, leisure and commercial facilities
6. Improved walking, cycling and public transport provision

2.32 A number of identified actions contained in the Town Council's document have already been achieved and further actions are being progressed. Where consistent with its own planning objectives and priorities, the Council will seek opportunities to implement the proposals of the Swanscombe and Greenhithe Development of Town Strategic Local Development Framework.

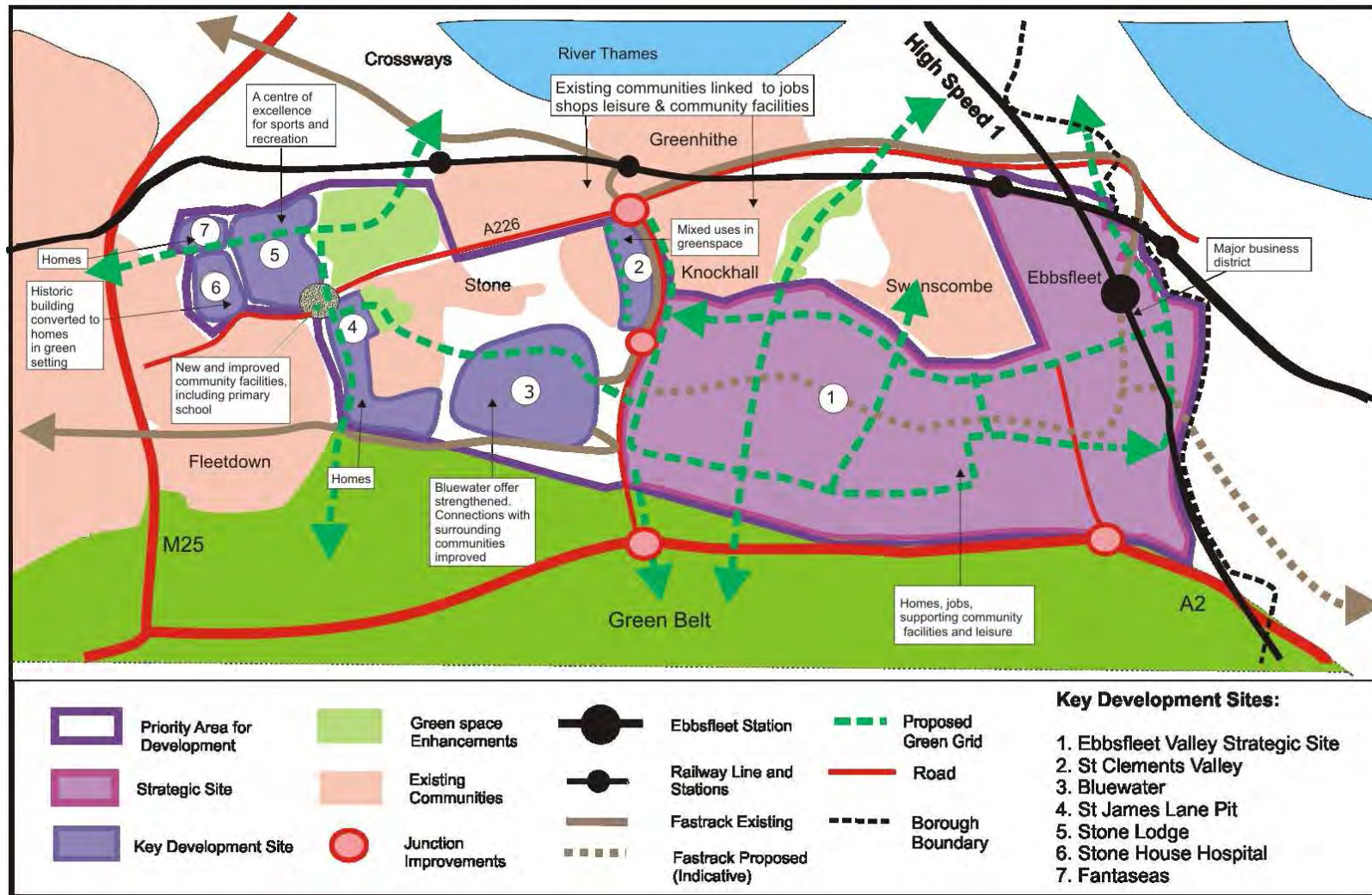
Bluewater

2.33 Immediately to the west of Ebbsfleet Valley, a former chalk quarry has been developed into the successful Bluewater regional shopping centre and leisure destination. Currently, it is relatively isolated from the local community as a result of its topography and absence of development to the east and south. It is defined as an 'out-of-centre' regional shopping centre in the South East Plan⁵⁵. Development over the lifetime of this Plan and beyond will change this context. Bluewater will form part of a continuous east-west chain of new development and will be positioned firmly in the midst of residential communities and mixed use developments.

2.34 There are benefits to the physical integration of Bluewater in a way which provides surrounding communities with easy access on foot, bicycle or by bus to the comparison shopping and leisure facilities provided by the centre, thereby contributing to the sustainability of the area.

⁵⁵ South East Plan 2009, Policy KTG5

Diagram 5: Ebbsfleet to Stone Priority Area



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- 2.35 Bluewater has had a significant impact in raising the profile of the area and acting as a catalyst for a higher quality of development. It is also a major visitor attraction and employs 8,000 people. The continuing ability of Bluewater to evolve to meet market expectations is critical in maintaining these economic benefits.
- 2.36 The changes in the urban structure surrounding Bluewater, the extent of growth in the area with a consequent demand for new facilities as well as its relationship with neighbouring town centres, raises issues about the appropriate future role for this centre. The Council recognises that any changes may have impacts outside the Borough and, therefore, proposals which are of more than a local nature will take strategic considerations into account.

Stone

- 2.37 West of Bluewater, a cluster of sites in and around the existing community of Stone, provide a further opportunity to connect the locality together and provide new community facilities and improve existing ones for wider use.
- 2.38 Junction 1a of the M25 suffers from high levels of congestion⁵⁶. Traffic generated by these sites is likely to exacerbate the situation (see paragraph 3.52). Development of these sites will require effective traffic management, particularly at peak hours.

Policy CS 4 : Ebbsfleet to Stone Priority Area

1. In the Ebbsfleet to Stone area, the Council will promote a chain of distinctive and individual but linked communities, existing and new. These will sit alongside a range of facilities of a regional and sub-regional scale and quality, generating vibrancy in the area and providing local access to a wide choice of jobs, retail, leisure and community facilities. Development of the area will continue beyond 2026. The Council will work with its partners to achieve the following outcomes:
 - a) New residential communities focused on Ebbsfleet Valley and Stone, providing up to 7,850 homes within the Plan period, with further development beyond 2026⁵⁷.
 - b) Local community facilities, with a new primary school⁵⁸, GP premises⁵⁹, an enhanced community meeting place and improved facilities at Stone. A range of facilities in the Ebbsfleet Valley (see Policy CS5) to support the new residents and enhance provision for existing residents, in particular, a new secondary school and its sporting facilities and a lifelong learning centre at Eastern Quarry. All new development will be required to contribute proportionally to the land and build costs of facilities, in relation to the demand generated by that development. (see also Policy CS26/1b).

⁵⁶ Kent Thameside Development of the Transport Strategy-Technical Summary Report, Jacobs, 2008

⁵⁷ These outcomes refer to Dartford Borough Council area only. Planning consents for Eastern Quarry and Ebbsfleet do not place a restriction on the rate at which delivery comes forward, subject to providing the necessary infrastructure, and this Plan does not seek to impose such a restriction. See also Paragraph 2.45.

⁵⁸ Infrastructure Background Paper, Dartford Borough Council, 2010

⁵⁹ Infrastructure Background Paper, Dartford Borough Council, 2010

c) 9,700 jobs in offices and other B1 uses, provided within the Plan period, with a concentration of these in the Ebbsfleet Valley⁶⁰.

d) A distinctive network of multifunctional green spaces defining each community and serving recreational and biodiversity functions. This will include natural habitat enhancement and making existing spaces publicly accessible at Craylands Gorge, St Clements Valley, the eastern end of Stone Lodge and the former Stone House Hospital; creating new spaces in the Ebbsfleet Valley and at St James Lane Pit; and improvements to Stone Recreation Ground.

e) A centre of excellence for sport and recreation at Stone Lodge, expanding on the existing Olympic-level provision on the site.⁶¹

f) Physical integration of Bluewater with the existing and proposed residential communities surrounding it, with footpaths, cycle paths and buses, including Fastrack. Options for the evolution of Bluewater which provide for a wider range of uses will be explored with the owners and relevant stakeholders, where this can provide synergies with Ebbsfleet and does not adversely impact on neighbouring town centres (see also Policy CS 12).

g) Linking of communities, facilities and key activity hubs through the Fastrack bus network, with a new link from Ebbsfleet through Eastern Quarry to Bluewater.

h) Built development reflecting the varied heritage of the area in order to create a sense of place. Provision of interpretation facilities, focusing on recent quarry-related industrial heritage as well as activity from earlier archaeological periods. The archaeological potential of parts of the Ebbsfleet Valley should be assessed prior to development through a desk-top study, and investigated via fieldwork, where the desk-top study indicates this will be necessary, or through an archaeological watching brief. The approach to any finds of significance will be determined through an Archaeological Strategy or Framework, agreed in partnership with KCC. Where there is an approved archaeological strategy as part of an extant planning consent, this will take precedence over this part of the policy.

2. Proposals at Stone will be required to demonstrate, through a Travel Plan, adequate traffic management measures to address capacity issues on London Road, taking into account all proposed developments in Stone. Measures may include provision for local highway and public transport improvements.

Ebbsfleet Valley Strategic Site

- 2.39 The Ebbsfleet, Eastern Quarry and Northfleet West Substation sites jointly comprise the Ebbsfleet Valley strategic site⁶².

⁶⁰ These outcomes refer to Dartford Borough Council area only. Planning consents for Eastern Quarry and Ebbsfleet do not place a restriction on the rate at which delivery comes forward, subject to providing the necessary infrastructure, and this Plan does not seek to impose such a restriction. See also Paragraph 2.45.

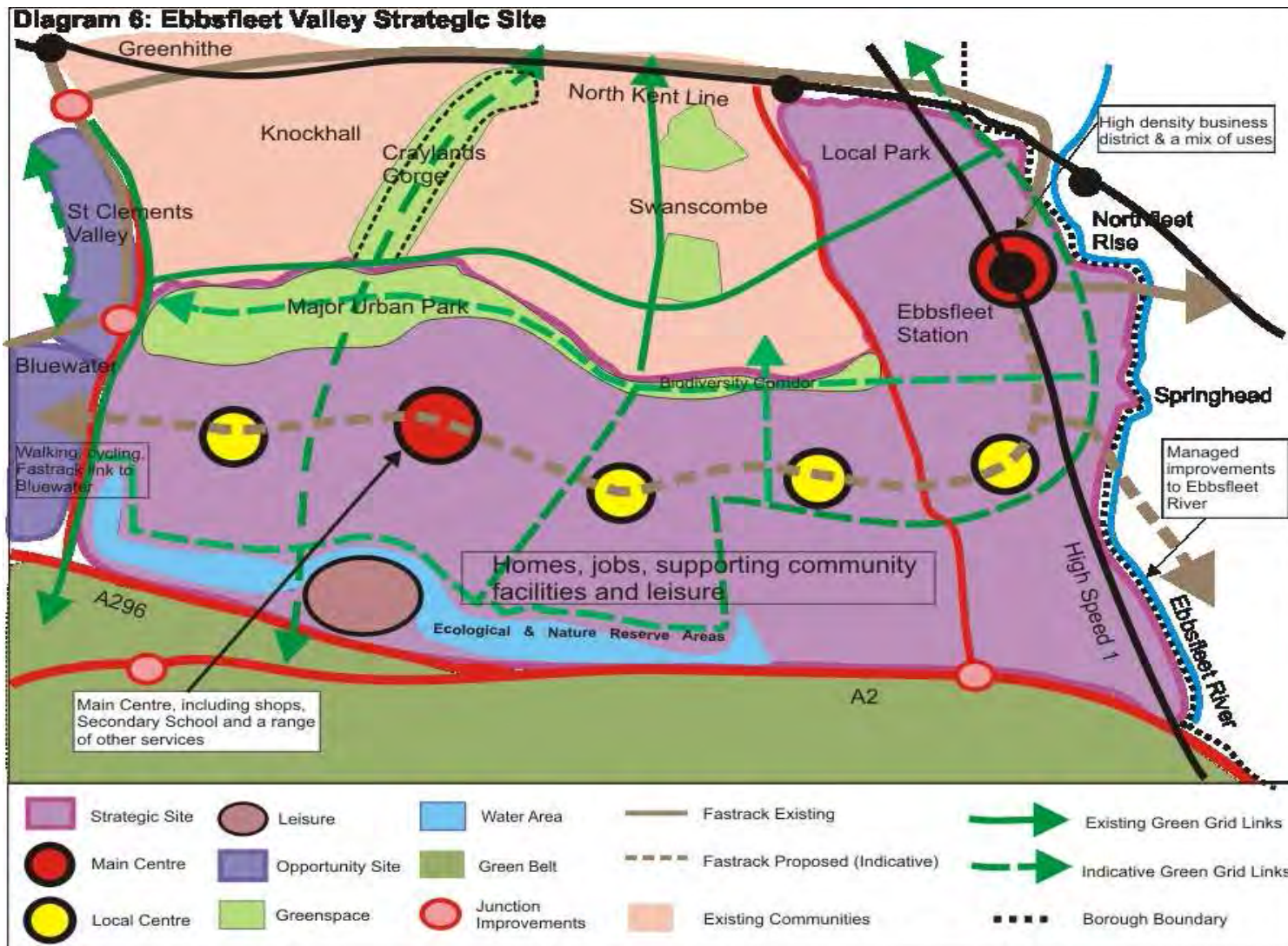
⁶¹ Sports Facilities Technical Paper, Dartford Borough Council, 2010

⁶² See Ebbsfleet Valley Background Paper, Dartford Borough Council, 2010

- 2.40 Ebbsfleet is identified as one of four economic transformational hubs in the Thames Gateway⁶³ with the potential to deliver the change of the Kent Thames Gateway economy to a high value, knowledge-based economy.
- 2.41 Outline planning permission for a mixed use development covering the area around Ebbsfleet International Station, part of which lies in Gravesham, was granted in 2002. Ebbsfleet is to incorporate a business district centred on the international/domestic station with homes, retail, leisure and supporting community facilities.
- 2.42 At Eastern Quarry, an outline permission, granted in 2007, provides for three mixed use 'villages' providing a range of residential, retail, community, employment and leisure floorspace.
- 2.43 An application for mainly residential development at Northfleet West Sub Station has been approved, subject to a S106 Agreement.
- 2.44 The precise nature of development of the Ebbsfleet Valley sites is to be agreed through a series of further approvals, which are to be guided by a site-wide masterplan and/or development parameters. In the case of Eastern Quarry, this is the Land-Use Disposition Plan.⁶⁴
- 2.45 Assessment of potential delivery carried out through the SHLAA and SELAA, suggests that build-out of the Ebbsfleet Valley will continue well beyond the Plan period. For the purposes of formulating this Plan, a rate of delivery for the Ebbsfleet Valley based on the SHLAA and SELAA assessments has been used. This has informed the total housing, employment and retail delivery figure within the Plan period, as well as the infrastructure required to support the planned level of development. Nonetheless, the planning consents do not place any restriction on the rate at which delivery comes forward and this Plan does not seek to impose such a restriction. In the event that delivery is faster than projected, the necessary infrastructure to support development has been allowed for through the planning consents. This is achieved by a set of trigger points which require infrastructure to be provided before further development can be delivered.

⁶³ Thames Gateway. The Delivery Plan, DCLG, November 2007

⁶⁴ Ebbsfleet Valley Background Paper, Dartford Borough Council, 2010



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- 2.46 The Council wishes to see the current consents implemented and supports the principles embedded in them. In the event that fresh planning applications or variations to the current consents are submitted, it will be expected that the basic principles which seek to maximise regenerative potential and ensure sustainable development, are maintained. These are set out in Policy CS 5 below.

Policy CS 5 : Ebbsfleet Valley Strategic Site

1. At Ebbsfleet Valley, the Council will work in partnership with developers, service providers, Gravesham Council and government organisations to secure early delivery of the mixed use development, which will eventually comprise⁶⁵:
 - a) a community of up to 10,000 homes, (up to 5,250 assumed to be provided in the Plan period)
 - b) a business district providing approx 16,900 jobs, (up to 9,500 assumed to be provided in the Plan period)
 - c) leisure and retail uses to support local residents, workers and visitors
 - d) community facilities required to support the residential community
2. An anchor use, such as relocated government offices, will be sought to act as an impetus for early development.
3. Work in partnership to achieve improved interchange facilities between Ebbsfleet Station, Fastrack and local buses and a pedestrian foot link with the North Kent line.
4. Applications for changes to existing consents or new applications (excluding reserved matters applications determined in accordance with existing consents) will be determined on the basis of the following principles:
 - a) Creation of a high density business district adjacent to Ebbsfleet Station, with a mix of uses, including residential, generating activity in the daytime, evenings and weekends and ensuring a lively area.
 - b) Quality of built design at Station Quarter North to signal arrival at an international station through the inclusion of landmark buildings and high quality public realm.
 - c) Linked residential communities or 'villages', with a sufficient critical mass to support services, community infrastructure and the Fastrack service, (see point 4e) At Eastern Quarry and Northfleet West Sub-station, these will consist predominantly of family housing.
 - d) A walking and cycling network and a Fastrack route across the area encouraging a high proportion of trips by sustainable means.
 - e) Provision of community infrastructure, including schools, health facilities, sports and leisure facilities, community meeting places and shops provided at an appropriate stage of development to meet the needs of residents located to

⁶⁵ These outcomes refer to the Dartford Borough area only

meet the needs of residents and complementary to existing provision in adjoining communities (see also Policy CS4/1b and CS 26/1b).

f) A mixed use centre at the heart of each residential village, including community facilities and local shop(s), located to be easily accessible by sustainable forms of transport to residents and employees, with phased provision as the development progresses. One of these to provide a more comprehensive range of services and shops (see Diagram 6), with smaller, local facilities in the adjacent centres.

g) Physical and functional integration of the three individual sites in the Ebbsfleet Valley with each other, as far as possible⁶⁶, as well as with the adjoining communities at Swanscombe and Knockhall.

h) Provision of at least 30% of the site as open space⁶⁷, forming a network of multifunctional greenspace linking in to the Green Grid⁶⁸ and providing for leisure and recreation purposes, maintenance and improvement and creation of biodiversity corridors and for the management of water.

i) The retention and enhancement of the River Ebbsfleet and other water courses with natural habitat retention or creation along appropriate stretches of the bank side, and provision of flood risk mitigation measures within the development site.

j) Achievement of at least Code Level 4⁶⁹ in the energy category in advance of mandatory requirements. Where development commences in advance of a mandatory requirement for Code Level 6, buildings to be designed in a way that enables retro-fitting of sustainable energy technologies, for example through solar thermal, photovoltaic systems and ground source heat pumps. It may also be facilitated by supply of energy from a low/zero carbon Combined Heat and Power Plant.

k) Achievement of water efficiency to at least Code Level 4/5⁷⁰ in the water use category, or its equivalent in terms of water use reduction, in advance of mandatory standards.

5. Applications for, or changes to, area masterplans or reserved matters will need to demonstrate that proposals will not undermine the principles to be achieved across the site as a whole, as set out in the outline consent to which they relate.

6. Proposals Map 3 (p143) shows the site boundaries. Diagram 6 will be used to inform detailed proposals for the site.

⁶⁶ A vehicular link may not be possible between Eastern Quarry and Northfleet West Substation

⁶⁷ Open Spaces Technical Paper, Dartford Borough Council, 2010

⁶⁸ See definition of Green Grid at Policy CS 14

⁶⁹ Code for Sustainable Homes, DCLG, 2010

⁷⁰ Code for Sustainable Homes, DCLG, 2010

Thames Waterfront Priority Area

- 2.47 The Kent Thameside Strategy for the waterfront⁷¹ seeks to open up access to the river for existing and future communities and to produce a high quality riverscape. However, recent piecemeal development of the Thames Waterfront has not achieved the full potential that co-ordinated development of the riverside could bring. A number of potential sites on the Thames Waterfront present a unique opportunity to create mixed use development, bringing life and activity back to the river.
- 2.48 The recreational value of the riverfront will be improved by a Thames Estuary Path running along the river frontage, interspersed with waterside activities. These could include a marina, boating facilities and pubs and restaurants. Housing, employment and other leisure uses will add to the vibrancy of the area. Some parts of the riverfront, Dartford Marshes and Black Duck Marsh on Swanscombe Peninsula, need to be protected for their nature conservation value and, in the case of Dartford Marshes, potentially to act as a managed water storage area in extreme flood events⁷². These areas of green space, alongside open spaces created as part of the new developments, will form a green parkland area along the river frontage, with green corridors linked to communities south of the river.⁷³
- 2.49 There are a number of wharves on the Thames waterside. Some of these provide a sustainable form of goods transport in support of the local economy and others have the potential to do so. As at 2011, Littlebrook Power Station and Johnson's Wharf are in active use. Thames Europort has been mothballed since 2009 and Bells Wharf and Whites Jetty at Swanscombe Peninsula have not been used since the closure of Swanscombe Cement Works in 1990. The challenge is to retain those wharves which are viable for the transport of freight whilst avoiding the retention of non viable wharves which result in vacant and derelict sites. Should a wharf become available applications for non-cargo handling uses will need to be accompanied by a study that assesses the viability of the wharf for cargo handling uses. The study should be carried out in conjunction with the Council and Port of London Authority. Where the study demonstrates that cargo handling uses are not viable, the potential for sustainable transport uses should be considered for the wharf, particularly where these support this Plan's regeneration objectives. Subject to the appropriateness of the location, such as adjoining uses or suitability of transport links, sustainable river transport uses may include marinas, boatyards, moorings or river bus stops. Johnson's Wharf is in use as an aggregates wharf. Government guidance on safeguarding of minerals and aggregates wharves requires that safeguarding is identified through Kent County Council's Minerals and Waste Core Strategy and is subsequently shown on the Council's development plan Proposals Map. At the time of preparation of this Core Strategy, the Minerals and Waste Core Strategy was at an early stage.

⁷¹ A Strategy for Kent Thameside's Waterfront, Kent Thameside Delivery Partnership, 2008

⁷² Thames Estuary 2100 Consultation Document, Environment Agency, April 2009.

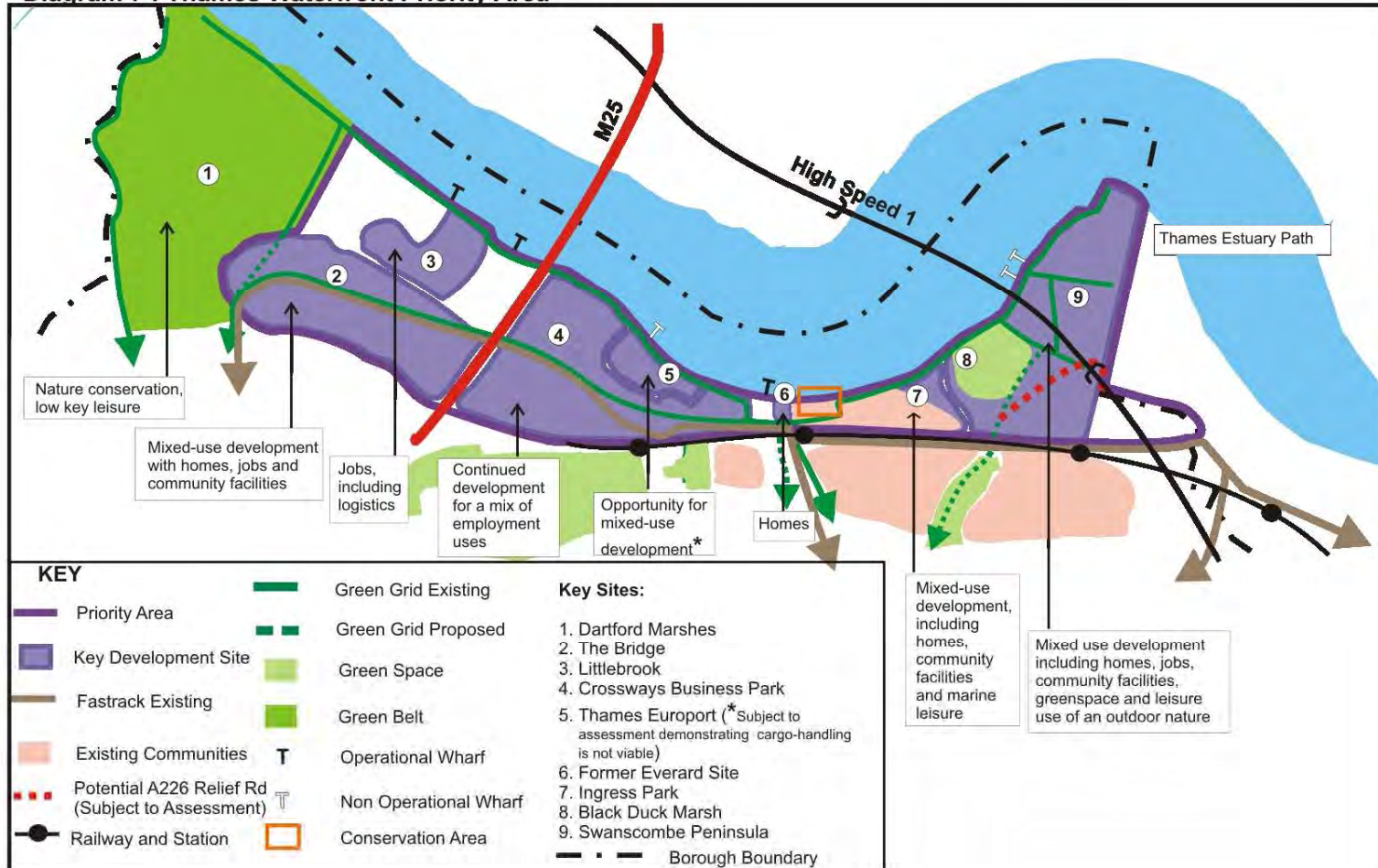
⁷³ The Thames Gateway Delivery Plan, DCLG, Nov 2007 proposes the creation of 'Thames Gateway Parklands'.

2.50 Swanscombe Peninsula lies within both Dartford and Gravesham Boroughs. Joint working between the two boroughs will be required to maximise the potential of the area. Development will need to relate well to existing and proposed communities and other development, address the constraints of the site as well as the opportunities offered by the riverside location and natural environment⁷⁴. Initial testing of options has been carried out but further work is needed.⁷⁵

⁷⁴ Swanscombe Peninsula West Planning Brief, Dartford Borough Council, 2004

⁷⁵ Swanscombe and Northfleet Riverside Study, David Lock Associates, 2010.

Diagram 7 : Thames Waterfront Priority Area



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Policy CS 6: Thames Waterfront

1. The Council will promote the creation of a vibrant mixed-use riverfront, incorporating sustainable communities, new employment opportunities, leisure use of the river /riverside and use of the river for sustainable transport, by:
 - a) Supporting residential development of up to 3,750 homes, including on the Swanscombe Peninsula as part of mixed-use development, completion of permitted residential development at The Bridge and the former Everards site; and in the event that assessment demonstrates cargo-handling not to be viable, mixed-use development including riverside greenspace at Thames Europort.
 - b) Development at Swanscombe Peninsula to be fully integrated with Ingress Park, providing shared community facilities and local shops. The need for a primary school on the site will be kept under review. Master planning of the site will define the arrangement of land uses on the site and will be informed by detailed ecological studies to ensure that the biodiversity of the Peninsula is preserved.
 - c) Supporting employment at Swanscombe Peninsula, which, subject to further feasibility and impact assessments may include an Environmental Technology Park, incorporating a low/zero carbon Combined Heat and Power Plant, utilising Bells Wharf and Whites Jetty for the transport of goods and material. At Littlebrook, logistics activities will be supported. The continued development of Crossways for a mix of employment uses will be supported, as will The Bridge for a mix of B1, B2 and B8 uses and other employment generating uses.
 - d) Supporting new development incorporating sporting facilities and waterside activities, including boating facilities, pubs and restaurants, providing that river navigation, hydrology, traffic, parking and ecological impacts can be addressed and that development is appropriate to the character of the area.
 - e) Seeking the redevelopment of sites for alternative uses, where they become available through relocation or rationalisation of existing uses. In the case of wharves, this will be subject to a study demonstrating that cargo handling at the wharf and associated site is not viable. Proposals which incorporate sustainable river transport uses⁷⁶, utilising the wharf will be encouraged, particularly where these support regeneration objectives. Johnsons Wharf will be safeguarded where identified in the forthcoming Kent Minerals and Waste Core Strategy. Development adjacent to wharves should be designed to minimise the potential for conflicts of use and disturbance.
 - f) Protecting and enhancing Black Duck Marsh and Dartford Marshes as areas of biodiversity value and public recreational areas for quiet enjoyment, to the extent that the ecological protection of the area permits. New development will be expected to include connecting corridors of natural habitat along the river to

⁷⁶ Sustainable river transport may include marinas, boatyards, moorings or river bus stops, subject to other policies in the Core Strategy and later documents

enhance biodiversity linkages and to protect s41 species and other species of local ecological value^{77 and 78}.

g) Requiring all new development to incorporate a riverside foot and cycle path, linking with the long-distance Thames Estuary Path. Where, exceptionally, public access is not possible, for example as a result of wharfage facilities, a convenient and attractive route should be provided, linking back to the river at the nearest opportunity.

h) Supporting leisure uses at Swanscombe Peninsula where these are of an outdoor nature, or set in generous greenspace subject to compatibility with adjoining uses and impact on town centres. Proposals which maximise the tourism potential of Ebbsfleet and provide fast and convenient public transport links to Ebbsfleet station as part of the scheme will be particularly encouraged.

i) Encouragement of built development which reflects the heritage of the area in order to create a sense of place, with on-site interpretation facilities focusing on riparian activity and man-made influences on the landscape, particularly at the Swanscombe Peninsula. The archaeological value of the area should be assessed as part of planning applications through a desk top study and fieldwork investigations, where the desk-top study indicates this will be necessary, or through an archaeological watching brief. The approach to any finds of significance will be determined through an Archaeological Strategy or Framework, agreed in partnership with KCC.

j) Requiring development proposals to demonstrate, through a Travel Plan, adequate traffic management measures to address capacity issues not addressed by the Strategic Transport Infrastructure Programme (see Policy CS16), taking into account all proposed developments in the vicinity. Measures may include provision for local highway and public transport improvements. Subject to further assessment, a relief road for the A226 and provision of a dedicated or priority route for Fastrack may be required as part of proposals for development on Swanscombe Peninsula, linking to Ingress Park in the west and into Gravesham Borough in the east.

k) Require that Planning applications for development in Flood Zones 2 and 3 are accompanied by a site specific FRA⁷⁹ to demonstrate that development is safe and will pass Part C of the Exception Test⁸⁰, where applicable. These sites to also be sequentially tested to direct 'more vulnerable'⁸¹ uses to the parts of the site at less risk of flooding, where possible.

2. Diagram 7 will be used to inform detailed proposals for the site.

⁷⁷ Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 requires that the Secretary of State, in consultation with Natural England, publishes a list of habitats and species which are of principal importance for the conservation of biodiversity in England. There are currently 56 habitats and 943 species on the S41 list.

⁷⁸ An Environmental Impact Assessment of Swanscombe Peninsula has assessed the ecological value of the site. Table 8.3 provides a summary of results and identifies the protected species and those of local ecological importance

⁷⁹ Kent Thameside Strategic Flood Risk Assessment, Entec, 2005 & 2009 Update

⁸⁰ As per PPS 25: Development and Flood Risk, DCLG, 2010

⁸¹ As per PPS 25: Development and Flood Risk, DCLG, 2010

Table 1: Summary Table of Development in Priority Areas 2006 - 2026

PLACE	TYPE	HOMES ⁸²	JOBS ⁸³	SHOPS & LEISURE	SERVICES AND FACILITIES
DARTFORD TOWN CENTRE & NORTHERN GATEWAY Of which:	Priority area	Up to 3,070	1,500	Up to 24,000sq m net shopping floorspace, plus local provision at the Northern Gateway. Family leisure provision plus local leisure provision at the Northern Gateway.	Health and social care facility Adult Social Services Hub GP surgeries 1 primary school Fastrack through Northern Gateway site
Dartford Town Centre	Part of Priority Area	Up to 1,030	300	Up to 24,000sq m net shopping floorspace Family leisure provision.	Health and social care facility Adult social services hub GP surgery
Northern Gateway	Strategic site	Up to 2,040	1,200	Local shops, eating and drinking places around the Mill Pond	Primary school GP surgery Fastrack through site
EBBSFLEET TO STONE Of which:	Priority area	Up to 7,850 plus a further provision post 2026	9,700, plus further provision post 2026	Up to 23,800 sq m net shopping floorspace, with any further floorspace at Bluewater subject to regional considerations.	1 secondary school Up to 5 primary schools GP surgeries Fastrack route through sites
Ebbsfleet Valley⁸⁴	Strategic site	Up to 5,250 plus further provision post 2026.	9,500	Up to 18,800 sq m net shopping floorspace	1 secondary school Up to 4 primary schools GP surgeries Fastrack route through sites;
THAMES WATERFRONT	Priority area	Up to 3,750 plus further provision post 2026.	11,800	Local shopping provision Riverside leisure uses not competing with town centre	2 primary school (to be kept under review) GP surgery

⁸² The up to figures do not imply a limit on individual site capacities. These will be determined on the basis of policies in this plan and later DPDs.

⁸³ The indicative job figure relates to B1, B2, B8 and A2 uses only. Economy and Employment Technical Paper, Dartford Borough Council, 2010, Tables 4.5 + 4.8

⁸⁴ The guidelines will not restrict development coming forward at a faster rate at Eastern Quarry and Ebbsfleet

CHAPTER 3: MANAGING DEVELOPMENT

- 3.1 This chapter sets out how the overall level of development in the Borough will be co-ordinated and managed so as to ensure that the changes lead to an improvement in the quality of life for all residents. The issues that will determine the type of place Dartford will be to live in and visit are:
- How prosperous the local economy is: which employment sectors will grow and which will decline; how many jobs and of what type will be provided; and the ability of local residents to take up the new jobs on the basis of their skills and qualifications.
 - Where and when housing is delivered and the extent to which it is supported by jobs and physical and community infrastructure.
 - The role of the main shopping, leisure and service centres (Dartford town centre, Bluewater shopping centre and proposed facilities at Ebbsfleet Valley and Longfield shopping centre) : the facilities they provide, the activities that take place there, their environment and their wider economic role
 - The network of green spaces across the Borough and the contribution this makes to quality of life and wider environmental objectives
 - The pattern of movement in, out and around the Borough – how people travel, how far and how often they travel , the level of traffic on the roads, levels of congestion and pollution, how easy it is to move around on foot, by bus or bicycle.
- 3.2 This chapter sets out policies to address these issues. Chapter 6 'Delivery and Implementation' outlines the critical factors that will be monitored and managed to ensure that the desired outcomes are achieved.

ECONOMY

Jobs

- 3.3 Strategic development opportunities, notably at the Ebbsfleet regional hub, provide Dartford with a unique opportunity to re-energise the local economy by attracting businesses from among the strong growth sectors in the economy. This will generate jobs and prosperity and, in particular, will enhance local opportunities for employment. With capacity constraints on the transport network, the level of growth proposed can only be successfully achieved if an increasing proportion of working residents choose to work closer to home, with reduced travel demand as a consequence. An increase in the number of jobs, as well as a closer match between the new skills required and those available locally, is a critical component of development in the Borough.
- 3.4 Dartford possesses strong competitive advantages arising from its location on the edge of London and the excellent transport infrastructure. Its location on the strategic road network has brought early successes in job creation at Crossways and Bluewater Shopping Centre. Ebbsfleet International and domestic station provides a

rail-linked opportunity to take advantage of Dartford's location to the benefit of the local economy.

- 3.5 Over the last 10 years there has been a healthy growth of jobs in Dartford to counterbalance the structural economic changes that are taking place. The losses resulting from a shift away from heavy industry and quarrying activities has slowed down, with a resultant net growth in jobs of 14,300⁸⁵. Despite the high job density (1 job per economically active resident as at 2007), 49% of resident workers travelled to London for employment, many to take up professional, technical and clerical jobs in the office sector since this is poorly represented in Dartford.⁸⁶
- 3.6 The South East Plan objective for the Kent Thames Gateway sub-region is the transformation of the scale and character of the economy, raising its growth rate above that of the region as a whole and strengthening its international competitiveness. A Dartford job target of approximately 25,000 net jobs has been derived on the basis of interim job estimates for the Kent Thames Gateway in the period 2006-16⁸⁷.
- 3.7 The policies in this Plan support greater self-sufficiency in local jobs and less reliance on commuting to London. In order to achieve this, the number of new jobs required will need to at least match the number of new economically active residents over the Plan period, as well as an allowance for jobs taken up by those outside the Borough. An extended range and quality of jobs will provide further incentive for working closer to home.
- 3.8 A good distribution of employment sites across the Borough will provide choice for companies wishing to locate in the area, enable residents to access jobs close to home, as well as enabling a greater dispersion of trips around the Borough.
- 3.9 The phasing of job growth in relation to housing development is important in order that there is an available workforce to fill the jobs; sufficient jobs are available at the time that new residents move into the area and sustainable travel patterns are embedded from the outset.
- 3.10 Assessment shows that, when allowance is made for job losses over the plan period, there is sufficient available and deliverable land to provide up to approximately 18,000 jobs from new floorspace over the Plan period. Together with an estimated provision of 8,500 jobs as a result of service provision for the growing population, up to 26,500 jobs could be provided⁸⁸.

⁸⁵ Employment and Economy Technical Paper, Dartford Borough Council, 2010

⁸⁶ Employment and Economy Technical Paper, Dartford Borough Council, 2010

⁸⁷ SEEPB South East Plan Supplementary Guidance Employment and Economic Land Assessments, February 2010

⁸⁸ Dartford's Strategic Employment Land Availability Assessment, Dartford Borough Council, 2010 and Economy and Employment Technical Paper, Dartford Borough Council, 2010

Policy CS 7: Employment Land and Jobs

1. In the period 2006-2026, identified sites and potential new service jobs provide sufficient capacity to achieve a net growth of up to approximately 26,500 jobs through:
 - a) The development of 750,000 sq m gross of employment floorspace (B1, B2, B8, A2 and sui generis⁸⁹. The Council will work with landowners, partners and Locate in Kent to bring the sites forward for development and to identify users for the sites.
 - b) Take-up of vacancies of existing employment estates
 - c) Protection of existing employment areas for B1, B2, B8 and A2⁹⁰, except where the site is identified in policies CS3 and CS6 for non-employment uses.
 - d) Facilitating job growth in services needed to support the growth in population, through identification of sites and granting of planning permission for retail, leisure and community facilities and working in partnership with service providers, including Kent County Council and the Health Authority to ensure that the provision comes forward.

2. The indicative distribution will be as follows :

	Floorspace Sq m gross	Employment Type	No. of Jobs ⁹¹
Dartford Town Centre	41,300	B1, B2, B8	1,500
Ebbsfleet to Stone ⁹²	221,400	B1	9,700
	176,000	B1	8,100)
Thames Waterfront	456,000	B1, B2, B8	11,800
Other sites north of A2	27,200	B1, B2, B8	700
South of A2	2,500	B1, B8	Less than 100

3. In order to encourage the early delivery of jobs, the Council will:
 - a) Continue to work with developers of mixed use sites at Ebbsfleet, Eastern Quarry and The Bridge to encourage the phasing of jobs in line with, or in advance of, the delivery of homes.
 - b) Work with partners to bring forward employment at an early phase in the development of the Northern Gateway.
 - c) Work with developers and partners to bring forward employment and retail / leisure developments in the town centre.

⁸⁹ Dartford's Strategic Employment Land Availability Assessment, Dartford Borough Council, 2010 and Economy and Employment Technical Paper, Dartford Borough Council, 2010

⁹⁰ As identified in the Dartford Economy and Employment Technical Paper, Dartford Borough Council, July 2010, section 3 Employment Estates

⁹¹ Gross job estimate

⁹² See paragraph 2.45

Economic Change

- 3.11 Land supply for potential employment development needs to be converted into opportunities for business growth and increased productivity so as to deliver the jobs required. Dartford has experienced successes in job growth with Crossways Business Park now 73% complete and having created over 6,500 jobs and over 8,000 jobs have been created at Bluewater regional shopping centre. However, a step change in business growth and productivity is needed in order to generate the large number of jobs required.
- 3.12 Continuation of the existing pattern of growth, which has seen a particular increase in distribution, hotels and restaurants, will not in itself achieve the transformation of the economy required to achieve a sufficient number, range and quality of jobs. Neither will it achieve an efficient use of land, whereby job densities are sufficiently high to provide an appropriate balance of land. The Regional Economic Strategy⁹⁴ identified a number of key growth sectors. Some of these are particularly relevant in helping to deliver these objectives for Dartford.
- 3.13 Sites which have the potential to meet the needs of these sectors have been identified, with potential for office uses at Ebbsfleet and Crossways; logistics and transport at Littlebrook, environmental technologies at The Bridge, Swanscombe Peninsula and Northern Gateway; and built environment/construction at Crossways and The Bridge.
- 3.14 The Council, along with partners, has encouraged and facilitated the location of the Institute for Sustainability and the Sustainable Construction Academy at The Bridge. These organisations provide leading research and development, helping develop markets and technologies as well as providing skills training in sustainable technologies.

⁹³ New job numbers refer to Ebbsfleet application site only. Up to 9,500 jobs assumed to be provided at the three Ebbsfleet Valley sites during the Plan period

⁹⁴ Regional Economic Strategy for South East England 2002-2012 and The Regional Economic Strategy 2006-2016, A Framework for Sustainable Prosperity, SEEDA

Policy CS 8: Economic Change

1. The Council will seek a transformation of the economy by focusing on key growth sectors, in particular:
 - a) Office uses including financial and business services; government, and ICT related activity
 - b) High technology, specialist manufacturing and engineering (advanced manufacturing)
 - c) Logistics, transport and distribution
 - d) Environmental technologies
 - e) Creative industries, hospitality and leisure
 - f) Built environment and construction
2. The Council will work with developers, partners and Locate in Kent to deliver proposals for these uses on appropriate sites and identify end users.
3. In the case of Ebbsfleet, the Council will work with partners to encourage the relocation of government offices from Central London.
4. The development of a knowledge-based economy will be promoted by the Council through:
 - a) The implementation of the Science Park at the Bridge
 - b) Exploring the potential of an environmental technology park on the Swanscombe Peninsula.
 - c) Continuing to focus on research and development in the sustainable technologies field.

Skills and Training

- 3.15 Local people need the skills and qualifications to take up future local job opportunities in the sectors identified. Conversely, a reliable and appropriately-skilled labour force is needed to support the economic regeneration of the area.
- 3.16 The economic transformation of the Borough requires an intensive and varied programme of education and training to ensure that the skills and qualification levels of local people matches future jobs⁹⁵. The scale of regeneration in the Borough offers opportunities to develop a tertiary education presence related to the challenges facing the area and providing a complementary relationship between learning, research and development and practice on the ground. The Council is developing proposals for a cluster of learning institutes located at The Bridge, focused on the development of environmentally sustainable technologies and training in sustainable construction skills.

⁹⁵ Dartford Economy and Employment Technical Paper, Dartford Borough Council, 2010, section 6.

Policy CS 9: Skills and Training

1. To ensure the provision of a locally skilled workforce to support the economic transformation of the Borough, the Council will:
 - a) Work with its partners to provide training in the skills required for future growth sectors, including construction, hospitality, retailing, environmental technologies, logistics, finance, business and IT.
 - b) Work with partners to secure funding and progress proposals for training and education establishment including a Higher Education presence, linked to Dartford Science Park at the Bridge, including The Sustainable Construction Academy (Suscon) and The Institute for Sustainability. These will focus on sustainable environmental technologies and sustainable construction techniques.
 - c) Work with Groundwork and partners to secure continued funding for IT training for residents.
 - d) Require developments, commensurate with their size, to contribute to the:
 - delivery of skills training, through other agencies if appropriate, to develop skills needed in association with the construction and operation of the development;
 - promotion of apprenticeships and work placements within the development itself and throughout the supply chain;
 - provision of local schools with curriculum-based educational material, linked to the job opportunities in the new development.
 - e. Work with developers and Employ Kent Thameside⁹⁶ to provide a job shop in the Borough on one of the large sites at any one time, as phasing permits.

HOMES

Housing Provision

- 3.17 The South East Plan sets out a requirement for 17,340 homes in Dartford during the period 2006-2026. Of this, 17,140 was allocated to the Thames Gateway area, with the remaining 200 homes to be provided in the rural area south of the A2⁹⁷. The Government has stated its intention to abolish Regional Strategies⁹⁸. This announcement has been ruled by the Courts as a material planning consideration which could affect the weight to be attached to the housing target.
- 3.18 Whilst the Council had the opportunity to set alternative locally derived targets, it recognises that sufficient development opportunities exist to meet the requirements of the South East Plan. A high proportion of housing capacity is in the form of extant planning consents, with further capacity identified at sites which are fundamental to achieving the benefits identified in the Vision and Objectives of this Plan. It is, however, recognised that the pace of development, which is dictated by market

⁹⁶ Employ Kent Thameside is an organisation working to support the Kent Thameside Learning and Skills Strategy

⁹⁷ South East Plan, 2009, Policy H1 and KTG4

⁹⁸ Secretary of State for Communities and Local Government, 6 July 2010

conditions, will determine when this level of development will be achieved. The Housing Scenarios Paper (2011) has assessed that in the light of market conditions, housing delivery to 2026 in excess of 17,300 appears to be unrealistic. However, in the unlikely event that future forecasts anticipate that this level of growth may be exceeded during the Plan period, management actions, as set out in Table 5 will be implemented, which may include a review of this Plan. Action to address this potential outcome is necessary because of current uncertainty in respect of environmental outcomes⁹⁹ and the capacity of infrastructure and services to address growth, should forecasts indicate that this level of delivery is likely to be exceeded.

- 3.19 The Council's Strategic Housing Land Availability Assessment (SHLAA)¹⁰⁰ identifies specific sites which can deliver approximately 15,000 new homes between 2011 and 2026¹⁰¹. These sites have been assessed for their sustainability¹⁰² and have demonstrated that they can deliver social, economic and environmental benefits. These include assisting in the delivery of jobs, an improved range of facilities for local people and improved green infrastructure. They are also capable of addressing potential sustainability issues that may arise as a result of the development. A PPS25 Sequential Assessment¹⁰³ has demonstrated that sites identified for housing have been directed to areas of lower flood risk first and sites within Flood Zones 2 and 3 have been subjected to a Preliminary Exceptions Test.¹⁰⁴ The Habitats Regulation Assessment has considered the potential impact of the planned level of new homes on North Kent European sites in accordance with the precautionary approach set out in the Habitats Regulations 2010. If during the plan period this level of growth is forecast to be exceeded, the management actions set out in Table 5 will be implemented.
- 3.20 Housing capacity is derived predominantly from large, previously developed¹⁰⁵ strategic sites which support the regeneration of the area. These include the major mixed use sites of Eastern Quarry, Ebbsfleet, The Bridge and the Northern Gateway. The predominance of these large sites enables the creation of communities of sufficient size and mix to justify the provision and sustenance of community facilities, infrastructure and services and to support change in the structure of the local economy.
- 3.21 An element of supply from windfall sites¹⁰⁶ can enable early delivery of housing and increase flexibility. However, delivery from unidentified sites has the potential to undermine the long-term strategy by cumulatively overloading future infrastructure capacity, unless a site is capable of providing for the requirements it generates. In the case of community facilities, this may require on-site provision: a limiting factor in

⁹⁹ See Sustainability Appraisal Final Report, Enfusion, 2010 and Addendum to Sustainability Appraisal, Enfusion, May 2011

¹⁰⁰ Dartford's Strategic Housing Land Availability Assessment, Dartford Borough Council, 2010

¹⁰¹ In addition to 2050 homes built 2006-2010

¹⁰² Sustainability Assessment of Housing Sites, Dartford Borough Council, 2010

¹⁰³ PPS 25 Flood Risk Sequential Test Borough-wide Assessment, Dartford Borough Council, 2010

¹⁰⁴ As per PPS 25: Development and Flood Risk, DCLG, 2010

¹⁰⁵ This includes former quarries, which do not meet the technical PPS3 definition of previously-developed sites

¹⁰⁶ Sites identified as developable in the SHLAA to 2026 are not considered to be windfall sites. However, those sites categorised in the SHLAA as currently not developable or not developable will be considered as windfall sites.

the case of small sites.

Policy CS 10: Housing Provision

1. In order to meet housing needs and to provide an impetus for regeneration of the Borough, land is allocated for housing in accordance with the spatial strategy set out in Policy CS 1. The capacity between 2006 and 2026 is as follows¹⁰⁷:

Dartford Town Centre inc Northern Gateway	up to 3,070
Ebbsfleet to Stone	up to 7,850 ¹⁰⁸
Thames Waterfront	up to 3,750
Other sites north of A2	up to 2,400
Sites south of A2, normally provided within village boundaries	200

2. The Council will support proposals for housing as identified through the strategic site allocations in Policies CS 3 and 5 and shown on the Proposals Map.
3. Housing proposals will also be supported in the broad locations for development, as identified in Table 1 below and shown on Diagram 2, subject to compliance with other policies in this Plan and with future Local Development Documents.

Windfall Sites

4. Planning applications for sites not identified as deliverable or developable in the SHLAA¹⁰⁹ will be assessed in the same way as planned development by consideration of:
 - a) The sustainability of the site for housing development¹¹⁰;
 - b) Whether benefits of development outweigh disbenefits;
 - c) The capacity of the current and proposed infrastructure to serve the development taking into account committed and planned housing development¹¹¹;
 - d) Where spare capacity is not available, the ability of the site to provide for the requirements it generates.
5. The Council will monitor the role of windfall sites in overall housing provision and the impact on infrastructure capacity. Where critical trigger points are reached, the Council will take appropriate management action¹¹².

¹⁰⁷ Further details of phasing and delivery is contained in Dartford's Housing Implementation Plan 2010. The 'up to' figures do not imply a limit on individual site capacities. These will be determined on the basis of policies in this plan and later DPDs

¹⁰⁸ See Paragraph 2.45

¹⁰⁹ Strategic Housing Land Availability Assessment, Dartford Borough Council, 2010

¹¹⁰ Sustainability Assessment of Housing Sites, Dartford Borough Council, 2010

¹¹¹ Infrastructure Background Paper, Dartford Borough Council, 2010

¹¹² As set out in table 5 of this document : Triggers and Management Action

Housing Delivery

- 3.22 The timely provision of infrastructure is fundamental in mitigating against potential impacts of new development as well as ensuring all residents have a good quality of life. The scale and pace of development will, therefore, be dependent on infrastructure capacity being available to meet the needs of the development. Where sufficient capacity is not available, additional capacity will need to be released through management measures or provision of new infrastructure.
- 3.23 Assessment of existing infrastructure capacity in Dartford¹¹³ shows that there are some constraints and deficiencies in advance of further development, for example, in the case of transport, schools and health facilities. The requirement for infrastructure to meet the demands for future growth has also been assessed and is identified in Appendix 2.
- 3.24 This Plan's delivery strategy requires that major infrastructure is provided as part of strategic development proposals alongside new housing and employment. This enables the infrastructure to be provided in locations where growth is taking place, where land is available for the facilities and where opportunities for provision of facilities in kind are available.
- 3.25 Sources of funding for the proposed infrastructure have been broadly identified and involve a mix of public and private resources. There is, however, uncertainty about future levels of public investment. Robust monitoring and review arrangements are being set in place, together with management actions and contingencies should the funding not be available at the appropriate time (See Chapter 6). Whilst sites have been identified to deliver a capacity of up to 17,300 homes in the Plan period¹¹⁴, with planning consents for 13,300 new homes in place, market conditions and public funding to assist with the delivery of supporting infrastructure will influence how much of this is achieved. In current circumstances, accurate projection of delivery into the future is not possible. Where identified sites do not come forward for development, it will only be appropriate to substitute alternative sites to address the Housing Delivery figures set out in Table 2 below, where they meet the criteria for windfall sites (see Policy CS 10).

Table 2: Phasing of Housing Delivery

	2006-2011	2011-2016	2016-2021	2021-2026	TOTAL
No. of homes	Up to 2,300	Up to 5,100	Up to 5,600	Up to 4,300	Up to 17,300

¹¹³ Infrastructure Background Paper, Dartford Borough Council, 2010

¹¹⁴ Strategic Housing Land Availability Assessment, Dartford Borough Council, 2010

Policy CS 11: Housing Delivery

1. The Council will work to achieve the delivery of a balanced relationship between homes, jobs and infrastructure¹¹⁵ from the outset of development and in the long term by:
 - a) Working in partnership with developers to bring forward delivery of infrastructure as part of housing development through financial contributions as well as delivery in-kind.
 - b) Working with service providers, including Kent County Council, the Health Authority and the Highways Agency to ensure up-to-date assessments of infrastructure capacity and the delivery of required provision at the appropriate time and place.
 - c) Working to achieve the funding to provide the required facilities (see Policy CS 26)
 - d) Monitoring the delivery of homes and jobs and the relationship between the different elements of delivery, taking management action to address the imbalance where critical trigger points are reached (see Table 5, Chapter 6).

SHOPPING

- 3.26 Over the Plan period, the increase in homes and jobs in Dartford Borough will result in a significant growth in demand for retail, service and leisure facilities. The Dartford Retail and Leisure Study¹¹⁶ identifies potential for additional retail development in both convenience and comparison shopping, as well as additional commercial leisure provision in the Borough.
- 3.27 The new development will result in a changed distribution of homes and jobs across the Borough, and the location, nature and quantity of additional provision must respond to these emerging needs. New provision must also address current deficiencies in Dartford town centre, providing a strengthened level of facilities so as to encourage residents to shop closer to home. The pattern of retail provision will be a key element in encouraging sustainable travel patterns.
- 3.28 Dartford Town Centre requires particular support to retain and build on its role in the hierarchy as a secondary regional centre. Policy CS 2 sets out proposals for its revitalisation.
- 3.29 The planning permission for Eastern Quarry envisages a district centre comprising up to 11,600sq m net of food and non-food shopping to serve the new resident and business community. At Ebbsfleet, the planning permission allows for up to 11,500sq m net of food and non-food shopping. This is intended to serve the resident community as well as the daytime business population and visitors using the station. A well integrated mix of uses creating a lively and attractive area will help to successfully build on Ebbsfleet's role as a regional hub and economic transformer.

¹¹⁵ Infrastructure includes social and community infrastructure, transport, water utilities, green infrastructure and flood defences (Policy CS26 provides further guidance on infrastructure provision).

¹¹⁶ Dartford Retail and Commercial Leisure Study, GVA Grimley, 2010

A further 1,700 sq m net of shopping floorspace to serve local needs is proposed at Northfleet West Sub Station.

- 3.30 Bluewater has an established role as a high quality regional-level comparison shopping centre. It is likely to experience considerable competitive pressures from new and expanding regional shopping centres over the Plan period¹¹⁷. The continuing need to attract private investment, particularly to the Ebbsfleet Valley, requires that Bluewater maintains its position relative to other regional centres, helping to raise the profile of the area.
- 3.31 Whilst any growth at Bluewater has the potential to impact on neighbouring town centres, the Dartford Retail Study advises that a proportion of local expenditure growth can sustainably be addressed through additional floorspace at Bluewater. If Bluewater is prevented from developing and improving its offer to remain competitive, this is likely to result in the centre losing out to its regional level competitors with the consequence that local residents travel further to access regional level facilities and/or Bluewater competes more directly with the quality of offer in neighbouring town centres, reducing their local market share.
- 3.32 In the rural area, Longfield provides for the functions of a district centre and serves a number of villages both within and outside Dartford Borough. The centre appears to be performing well. Its continuing viability will enable rural residents to meet their daily and weekly shopping needs close to home.
- 3.33 The strategy proposed for each of these existing and proposed shopping centres is based on the need to develop complementary but interrelated roles at the Borough level. There is a need to differentiate their range of services, so that they cater to different markets and competition between them is minimised.¹¹⁸ Whilst all the centres will be used by local residents, Ebbsfleet and Bluewater, in particular, will have a far wider catchment area, in Ebbsfleet's case, in serving rail travellers and those working in the area. The development of a specialist role for these centres will assist in protecting the role of designated town centres both within and outside Dartford Borough.

¹¹⁷ Dartford Retail and Commercial Leisure Study, GVA Grimley, 2010

¹¹⁸ Dartford Retail and Commercial Leisure Study, GVA Grimley, 2010

Policy CS 12: Network of Shopping Centres

1. A network of complementary shopping centres will be developed and supported, comprising:
 - a) Dartford Town Centre (see also Policy CS 2)
 - b) Bluewater (see also Policy CS 4)
 - c) Ebbsfleet/Eastern Quarry (see also Policies CS 4 and 5, and Diagram 6)
 - d) Longfield
2. These will act as the main foci for shopping and leisure activity and be based on the roles for each centre identified in Table 3 below.
3. The Council will work with developers and grant planning consent for development that supports these respective roles. Table 4 will act as a guide to the appropriate amount of retail floorspace at each of the centres, also taking into account the factors identified below.

Dartford Town Centre

4. Assessment of planning applications within the town centre boundary will take into account:
 - a) the urgent need for regeneration and the potential for the proposal to contribute to the overall aims of Policy CS 2;
 - b) the ability of the scheme to attract more shoppers from the immediate catchment, thereby supporting sustainable travel patterns;
 - c) where proposals exceed the guidance levels, in addition to 1 and 2 above, the likely impact of the scheme on neighbouring town centres.

Bluewater

5. The assessment of proposals will take into account:
 - a) the ability of the scheme to attract more shoppers from the immediate catchment, thereby supporting sustainable travel patterns;
 - b) the ability of a scheme to maintain and support Bluewater's role as a specialist regional comparison shopping centre and provide an offer which is distinct from that of nearby town centres;
 - c) the potential of a scheme to provide impetus for early delivery in the Ebbsfleet Valley and to support the success of Ebbsfleet;
 - d) proposals exceeding the guidance levels will be subject to a retail assessment carried out in consultation with neighbouring authorities and taking into account the likely impact of the scheme on neighbouring town centres and regional considerations.
6. Proposals will also need to ensure that:
 - a) impact on the highway network is minimised through a range of measures, including improved access by public transport, walking and cycling;

- b) the design integrity of the centre is maintained;
 - c) the parkland setting is maintained and enhanced as a recreational and biodiversity resource and as flood risk mitigation;
 - d) employment and training strategies target local people.
7. An early review of retail policies in this Plan will be undertaken, in order to assess changing patterns of retail behaviour as a result of the new population; the impact on market shares arising from development in Dartford centres, as well as development outside Dartford; and to assess the effectiveness of the policies in ensuring an appropriate balance between the Dartford shopping centres.
8. The Development Management DPD will contain policies on the management of these centres as well as the identification and management of local centres.

Table 3: Role of Shopping Centres

	Function	Services Provided	Main Customer Draw	Implications for Change
Dartford town centre		Weekly convenience and comparison shopping; leisure, recreation, hotel(s), community, health, social care and service facilities.	District level population; town centre employees; sub regional catchment for Orchard Theatre and associated facilities.	Strengthening of market catchment share within immediate vicinity required to maintain centre at current level in hierarchy
Blue-water	Specialist regional comparison shopping centre (South East Plan)	Specialist comparison shopping; top-up convenience shopping; leisure; hotel.	Regional level catchment; UK and international tourists linked to Ebbsfleet station	Bluewater will need to evolve to maintain its competitive position as a regional level centre
Ebbsfleet / Eastern Quarry	Supporting retail, leisure and service functions to serve resident and daytime population and to support its role as a regional hub (South East Plan).	Daily /weekly convenience, comparison and service needs of local residents; shops, hotel(s), services and leisure for business population and in addition at Ebbsfleet, international and domestic rail users.	Local residents and workers; and in addition at Ebbsfleet business and tourist rail travellers	Development of centres in Eastern Quarry, Ebbsfleet and Northfleet West Sub Station to serve local needs. Also, a vibrant mix of uses to support the role of Ebbsfleet as a regional hub.
Longfield	District centre	Daily/weekly convenience shopping, service facilities.	Residents in Longfield and surrounding cluster of villages.	Maintain viability of centre, with no loss of shopping provision

Table 4 : Shopping Floorspace Provision to 2026 (Guideline figures)

Floorspace sq m net	Dartford Town Centre	Bluewater	Ebbsfleet	Eastern Quarry^{119 and 120}	Longfield
Convenience	Up to 5,000	-	2,200	3,300	-
Comparison	15,000 – 19,000	Approx 5,000sqm to 2016, in larger retail units which reinforce its specialist role for comparison goods	7,600	5,700	-
TOTAL	Up to 24,000	Approx 5,000 to 2016	9,800	9,000	-

¹¹⁹ Additional retail provision at Ebbsfleet (within Dartford Borough) and Eastern Quarry is provided for in planning consents. It has been assumed this will be provided post 2026, in line with assumptions about housing delivery. See also Paragraph 2.45.

¹²⁰ Eastern Quarry includes Northfleet West Sub Station

GREEN BELT AND GREEN SPACE

Green Belt

- 3.34 The Green Belt has a crucial role to play in stimulating growth and development in the north of the Borough, whilst at the same time conserving and enhancing the best of the Borough's natural resources, found predominantly in the south. Most of the southern part of the Borough south of the A2 and Dartford Marshes are designated as Green Belt. The Green Belt in Dartford preserves the open countryside between the edge of London and the urban areas east and south; contains the outward growth of Dartford, thereby creating a more compact and sustainable urban form; and preserves the identity of the settlements south of the A2, preventing further suburbanisation; it benefits the distinctive and diverse historic landscapes around Dartford.
- 3.35 In recognition of the identification of major development sites through RPG9 and 9a, the Kent and Medway Structure Plan (2006) made provision for the amendment of the Green Belt boundary on the north side of the A2 to exclude Eastern Quarry and St Clements Valley from the Green Belt. These sites provide substantial capacity for development. The South East Plan specifically identifies Eastern Quarry as a major regeneration location.¹²¹
- 3.36 The amended Green Belt boundaries are defined on the Proposals Map (Appendix 5). This additional land for development provides sufficient land for housing and employment requirements within the Plan period and beyond.¹²² Sustainability appraisal, option testing and public consultation all support the proposition that there should be no further release of Green Belt land.
- 3.37 The open and green landscape in the south of the Borough can counterbalance and complement built development in the north. It is an important recreational resource, particularly in meeting informal, low-key recreational needs, providing outdoor recreation for the nearby urban and rural residents. Much of Dartford's countryside is in agricultural use with woodland making up the other major land use. This is important both for its landscape and ecological value, creating biodiversity corridors. A significant proportion is ancient woodland.
- 3.38 PPG2¹²³ provides guidance on appropriate development within the Green Belt, including guidance for major developed sites in the Green Belt.

¹²¹ South East Plan 2009, Para 19.5

¹²² As demonstrated by Dartford's Strategic Housing Land Availability Assessment, Dartford Borough Council, 2010 and Strategic Employment Land Availability Assessment, Dartford Borough Council, 2010.

¹²³ PPG2 Green Belts, Office of the Deputy Prime Minister, amended March 2001

Policy CS 13: Green Belt

1. In order to protect the openness of the Green Belt the Council will:
 - a. Resist inappropriate development, in accordance with PPG2, through its development control decisions.
 - b. Work with its partners to actively manage the Green Belt as a recreational and ecological resource, through the provision of green recreational and biodiversity networks linked with the urban area. The following projects will be implemented:
 - Enhancement of rural reaches of the Darenth Valley
 - New Countryside Gateway at South Darenth Lakes
 - Dartford Heath –restoration of heathland
 - Darenth Country Park improvements
 - Darenth Woods natural habitat enhancements
 - Beacon Woods Country Park improvements
 - Former Mabledon Hospital – enhancement of areas of ecological value
 - Better connectivity between Dartford and Gravesham countryside through Ebbsfleet Valley and A2 corridor
2. Agricultural land uses within the Green Belt will be protected. More detailed policies will be set out in the Development Management DPD.

Green Spaces

- 3.39 Dartford has a total of 1,700 hectares of open space¹²⁴, representing 22% of the land area of the Borough. There is approximately 14 hectares of publicly accessible open space per 1,000 population. The Borough benefits from access to large natural green spaces located within and close to the urban area, such as Dartford Marshes, Swanscombe peninsula, Dartford Heath, the country parks and substantial areas of lakes and woodlands in the southern part of the Borough. These sites provide both urban and village communities with the opportunity to explore nature and access the wider network of paths into the open countryside.
- 3.40 The Open Spaces assessment¹²⁵ identifies that whilst most parts of the Borough are currently well catered for, West Hill and Joydens Wood, in particular, and some villages south of the A2 do not have easy walking access to parks and children's playspaces. Facilities catering for older children (8+) and teenagers are limited. This has been highlighted as an issue in consultations.
- 3.41 Growth in population to 2026 will lead to increased demand for access to open space¹²⁶. Development of some major sites will result in currently degraded sites being brought back into beneficial use with the incorporation of high quality public open space. This will provide benefits for the community, but development risks the loss of natural habitats and biodiversity corridors as well as water absorption capacity to assist with the management of surface water¹²⁷. Where possible, the loss

¹²⁴ Definition of open space, in accordance with PPG17 Planning for Open Space, Sport and Recreation includes degraded land but excludes agricultural land. Not all of this area is accessible

¹²⁵ Open Spaces Technical Paper, Dartford Borough Council, 2010

¹²⁶ Open Spaces Technical Paper, Dartford Borough Council, 2010

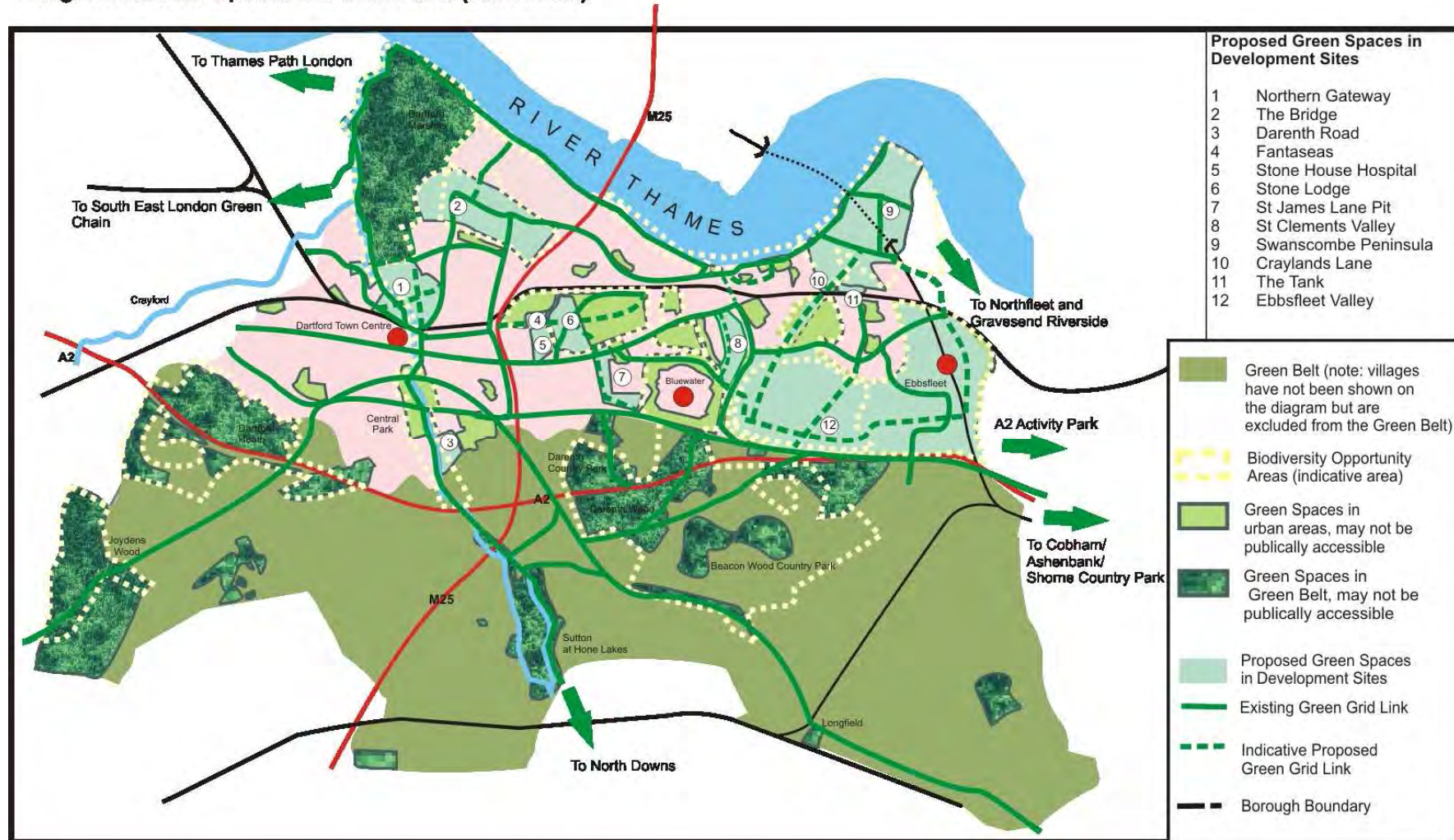
¹²⁷ Kent Thameside Water Cycle Study, Entec, 2009

of these functions should be avoided. If this is not possible compensatory provision will be required to ensure that there is no loss of biodiversity features or function.

- 3.42 A variety of multi-functional green spaces to meet differing needs, and also serving biodiversity and flood mitigation functions, is vital in creating a stable community and shaping the future character of the area. It helps define individual communities and contributes to their character. It also helps support a number of objectives in the Council's Sustainable Community Strategy, including health and wellbeing improvements resulting from access to open space and outdoor sports activity; reduction in anti-social behaviour through provision for young people in parks and open spaces; and adaptation to climate change through the implementation of a green infrastructure network.
- 3.43 The long-term aspiration is to develop a linked network of open spaces and routes across the Borough, joining with a strategic network beyond the Borough boundaries. The Thames Estuary Path and the Darent Valley Path form key routes east-west and north-south across the Borough. Water is a key element in the network with large existing and potential stretches of green spaces and links between them following the course of rivers and lakes. This network is referred to as the Green Grid¹²⁸. Diagram 8 identifies the key open spaces, footpaths, cyclepaths and Public Rights of Way that will comprise this network.

¹²⁸ This concept was first introduced in The Thames Gateway Planning Framework, RPG 9a, DoE, 1995

Diagram 8: Green Spaces and Green Grid (Main Links)



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

Policy CS 14: Green Space

1. The Council will work with its partners to implement a multi-functional, high quality, varied and well-managed Green Grid¹²⁹. It will deliver this by:
 - a) Facilitating the creation of approximately 300 hectares of new or improved green spaces as part of new developments by 2026.
 - b) Requiring new development to make a contribution to the Green Grid network as follows:
 - Sites of 20 ha and over: at least 30% of the site area
 - Sites of between 20ha and 2ha: at least 20% of the site area
 - Sites of less than 2ha will be considered on a site by site basis
 - c) Where on-site open space is not appropriate or feasible, contributions may be sought for off-site improvements of open space in the vicinity of the site. Provision of specific types of green space and water bodies to cater for diverse community needs, including older children and teenagers; natural habitats and biodiversity corridors, and for mitigation of flood risk, will be provided within the overall allocation.
 - d) Working with its partners to implement the projects below, in addition to those in Policy CS 13, through the Council resources and grant funding and as part of the Thames Gateway Parkland project:
 - Darenth Valley corridor – an enhanced path and landscape from the River Thames through Central Park in Dartford Town Centre to the open countryside
 - Central Park – expansion of the park, increased facilities and restoration of its traditional character
 - Thames Riverside Path – joining together the existing sections to create a continuous high quality path
 - Dartford Marshes – delivery of the ‘Managing the Marshes’ project which aims to conserve, manage and enhance the grazing marsh
 - New Countryside Gateway at South Darenth Lakes
 - Better connectivity between Dartford and Gravesham countryside through Ebbsfleet Valley and A2 corridor
 - Creation of a nature reserve east of Stone Lodge
 - Significant biodiversity improvements at development sites include Ebbsfleet Valley, Swanscombe Peninsula and the Northern Gateway
 - e) Protecting and enhancing existing open spaces, including those shown in Diagram 8 and those identified and designated as locally important, the diverse landscape character, areas of nature conservation value, Sites of Special Scientific Interest, National Nature Reserves and local wildlife sites, community and ancient woodlands, as well as priority habitats and species, both in the urban and rural area. Biodiversity enhancements will be focussed on the Biodiversity Opportunity Areas. Protection and enhancement of biodiversity on brownfield development sites will be based on survey data.
2. Further guidance on the quality, quantity, management, maintenance and delivery of the component parts of the open space will be set out in the Development Management DPD and/or future SPDs.

¹²⁹ Green Grid – a strategic network of multi-purpose, attractive public open spaces consisting of green corridors, rivers, lakes and landscapes linked via a series of urban and countryside footpaths, Public Rights of Way, cyclepaths and roads, and designed to connect the main open areas within the urban area

TRANSPORT

- 3.44 The successful achievement of Dartford's economic potential and the creation of cohesive and prospering communities is dependent on a transport network which is reliable, has good connectivity with the wider region, allows easy access to key facilities, and has sufficient capacity to meet the needs of residents and businesses whilst minimising environmental, health and social impacts.
- 3.45 The amount of development planned within Dartford, as part of Kent Thameside, can only be sustained through an integrated approach to land use and transport planning that is designed to minimise the need to travel and encourage the most sustainable travel choices. In addition to these measures, analysis has demonstrated that a package of transport improvements is needed to ensure that the transport network operates satisfactorily (See Policy CS15)¹³⁰. A Memorandum of Agreement is in preparation between Dartford Council and its partners to work together to implement an agreed package of schemes.
- 3.46 The need for development to be well-integrated with transport has been identified in earlier studies¹³¹ and progress has already been made in implementing measures to address this. The approach adopted includes:
- A focus on urban development, particularly based around public transport corridors
 - Significant improvement in public transport provision, with Fastrack at the heart of a local bus network, with feeder bus services, as well as new and improved rail services
 - Creation of jobs locally, to stem the high levels of out-commuting
 - A close inter-relationship between homes and jobs and homes and community facilities, with locally-based provision
 - A choice of transport forms available, with extensive, high-quality provision for walking and cycling
- 3.47 Significant investment in both local and strategic public transport improvements has taken place in recent years, including implementation of Fastrack routes A and B, a new station and interchange facilities at Greenhithe and introduction of the international and domestic services on High Speed 1. Highway Improvements have been implemented on the M25 and at the A2/A282 interchange. Further investment is committed with a new station at Dartford, further extensions to the Fastrack network, platform extensions on the North Kent line to accommodate 12 carriage trains and a Crossrail extension to Abbey Wood and the expansion of an urban traffic management and control system to cover Dartford Town Centre. A potential extension to Gravesend via Dartford is being investigated by Network Rail¹³² and safeguarding zones are shown on the Proposals Map.

to the River Thames, the River Darent, the countryside to the south, the existing communities within the urban area, new communities within development sites and communities and open spaces beyond the Borough boundaries.

¹³⁰ Kent Thameside Development of the Strategic Transport Strategy, Technical Summary, Jacobs, 2008

¹³¹ Kent Thameside Vision, Looking to the Future, David Lock Associates, Autumn 1995 and Looking to an Integrated Future, David Lock Associates, March 1999

¹³² Kent Route Utilisation Strategy, Network Rail, January 2010

- 3.48 This Plan progresses the previously agreed approach. It complements the draft Local Transport Plan¹³³ which emphasises the need to support the delivery of housing and commercial development in Kent's growth areas. The broad locations for future development set out in this Plan as well as land use policies impacting on the need for travel¹³⁴ have been developed in order to reduce the need to travel. Further management and investment is, however, required to support planned growth.

Policy CS 15: Managing Transport Demand

1. In order to reduce the need to travel, minimise car use and make the most effective use of the transport network, the Council will:
 - a) Encourage mixed use development and close interrelationship between complementary land uses: homes, jobs, shops and leisure, recreational and community facilities.
 - b) Require major development sites to make provision for Fastrack as part of planning proposals. In addition to provision on identified sites, extension or improvement of the network will also be considered on major sites, where potential demand from the development justifies¹³⁵ it and where this would benefit the wider network.
 - c) Work in partnership with Kent County Council, other partners and transport operators to deliver appropriate long term operating arrangements to ensure the success of Fastrack and ensure that the benefits of Fastrack, where embedded in existing communities, are not lost.
 - d) Work in partnership with Kent County Council and transport operators to improve conventional bus services. Where appropriate, major developments will be required to facilitate new services, improved frequencies or extensions to existing bus services. Provision of services will be required to serve early residents on developments with long build-out times.
 - e) Work in partnership with Network Rail, train operating companies and other partners to enhance capacity and journey times of train services and to improve stations and station interchanges.
 - f) Work in partnership with Kent County Council and transport operators to deliver an integrated transport network and integrated ticketing across different modes of transport.
 - g) Work in partnership with developers, Kent County Council and cycling groups to implement an integrated walking and cycling network joining communities with the facilities they need to access, including public transport facilities, primarily through the Green Grid (see Policy CS 14) and including the Public Rights of Way network. Grant funding will be sought to help implement the network.
 - h) Require that major new residential or trip generating development is supported by a travel plan containing a package of measures ensuring sustainable travel, linked to monitoring and management of targets.
 - i) Encourage the use of the River Thames for the sustainable transport of goods and passengers as set out in Policy CS 6.

¹³³ Local Transport Plan for Kent 2011–16 Draft for Consultation, Kent County Council, September 2010

¹³⁴ See Policies CS1, CS7, CS10, CS16, CS17, CS21 (housing sites, employment sites, community facilities, green grid, built design & density of development)

¹³⁵ As assessed by means of a Transport Assessment

j) Develop a Car Parking SPD, with standards taking account of availability of alternative means of transport, and the need to support the requirements of family life through provision of visitor parking. In advance of the SPD, Kent County Council's standards will be applied to new development.¹³⁶

Investing in Transport

- 3.49 The range of measures proposed above to manage car use and encourage sustainable forms of travel will not be sufficient on their own to deal with all the impacts from traffic arising from new development and overall traffic growth. A successful Kent Thameside economy requires that the trunk road network functions effectively and that it adequately serves the new development sites and existing built areas.
- 3.50 The strategic road transport network currently acts as a fundamental constraint on development in Dartford. Proposed development will also result in impacts on the local network. The Highways Agency is, in particular, concerned about flows on the A2 and M25/A282 which have to handle long distance and international traffic as well as local access.
- 3.51 The Kent Thameside transport model has been used to assess the likely future pattern of traffic in Dartford, taking into account the locations for development identified in this Plan and the locations where congestion is likely to occur.¹³⁷ The modelling undertaken shows that in addition to the package of measures proposed, as set out in Policy CS 15 above, further intervention is needed to enable the transport network to operate at acceptable levels.
- 3.52 The Council, working with its partners, Gravesham Council and Kent County Council, the Highways Agency and the Department of Transport, has identified a programme of transport schemes over and above sustainable land use and transport policies, which at the present time appear capable of reasonably containing the transport impacts across Kent Thameside. These are referred to as the Strategic Transport Infrastructure Programme (STIP) and are set out in the Transport Strategy Summary Document.¹³⁸
- 3.53 The total cost of the identified schemes is estimated at £200 million at 2010 prices. An element of this has been committed by the Homes and Communities Agency, with further contributions agreed as part of S106 Agreements, subject to the delivery of the development, including at Eastern Quarry.
- 3.54 The programme of schemes and their costs are being kept under review so as to ensure a cost-effective, prioritised and timely programme of schemes to be implemented. The Council, with its partners, is focussing available funding on those locations where development is imminent. Additional sources of funding are being explored and bid for, as appropriate. Bids are likely to be taken forward by the newly established Local Enterprise Partnership for Kent, Essex and East Sussex. The delivery of development will also be kept under review and will be linked to the ability to fund the necessary enabling schemes (see table 5, p94 re risks of physical infrastructure not being delivered and management actions in response to this).

¹³⁶ Residential Parking, Interim Guidance Note 3, Kent County Council and SPG4, Kent County Council for non-residential development

¹³⁷ Kent Thameside Development of the Transport Strategy- Technical Summary, Jacobs, 2008

¹³⁸ Kent Thameside Development of the Transport Strategy – Technical Summary, Jacobs, 2008

- 3.55 Previous assessment carried out by the Council and its partners, has demonstrated that, in order to deliver the required transport infrastructure, there is a need to supplement public sector funding with private sector contributions.¹³⁹ The Council is reviewing the funding mechanism in the light of changes to developer contributions set out in the Community Infrastructure Levy Regulations¹⁴⁰. An interim mechanism based on S106 contributions that is compliant with the regulations and which considers contributions from all types of development, will be consulted on through an SPD. It is intended that a Community Infrastructure Levy charging schedule will be consulted on following adoption of the Core Strategy. The Council's Financial Viability Assessment demonstrates that, in general terms, development can support a contribution to transport infrastructure, in addition to affordable housing and other contributions, without impacting on viability of development¹⁴¹. In the short-term, economic conditions may require that policies are flexibly applied.
- 3.56 At Junction 1a of the M25, adjacent to the Dartford Crossing, the strategic nature of the route results in Highway Agency concerns that new development will exacerbate the existing high levels of congestion. In the short term, the Council is working with its partners to explore low cost traffic management schemes to ease congestion. A longer term solution is not addressed through the strategic transport programme, since this is outside the Borough's remit. The Department of Transport and Kent County Council are currently conducting studies on making better use of the Dartford Crossing and are evaluating alternative sites for a potential Lower Thames Crossing to relieve the congestion on the existing crossing and promote the regeneration of Kent Thameside. The Council supports a Lower Thames Crossing downstream of the existing Dartford Crossing in a location which will divert strategic traffic away from routes and communities in the Borough. The Council will work with its partners, including the Local Enterprise partnership, to secure a funding proposal capable of delivering a Lower Thames Crossing at the earliest opportunity.

¹³⁹ Transport Tariff Consultation Document, Dartford Borough Council and Gravesham Borough Council, 2007

¹⁴⁰ Community Infrastructure Levy Regulations 2010, No 948

¹⁴¹ Affordable Housing Viability Assessment, C. Marsh & Co and PNB Paribas, 2010

Policy CS 16: Transport Investment

1. In order to enable the transport network to respond to the pressures of new development, the Council will:
 - a) Work with its partners to deliver a Strategic Transport Infrastructure Programme to ensure that the transport network operates at acceptable levels and that the transport infrastructure is in place to support new development. The Programme will be kept under review to ensure it meets these objectives.
 - b) Work with its partners to progress design of the schemes and identify any land requirements. Any requirement for the safeguarding of land and/or Compulsory Purchase Orders will be set out in a future DPD.
 - c) Seek an appropriate level of contributions from development, either financially or in kind, to fund the infrastructure required. This will initially be sought as pooled contributions through Section 106 Agreements. The Council will, at the earliest opportunity, introduce a Community Infrastructure Levy as a longer term funding mechanism.
 - d) Work in partnership to achieve funding for any identified shortfall towards the Strategic Transport Infrastructure Programme.
 - e) Off-site transport improvements relating directly to an individual development, including site access and local junction and road improvements will be required through S106 and S278 agreements in addition to any pooled payments towards the Strategic Transport Infrastructure programme.
 - f) Work with Kent County Council to address local road improvements, public transport, walking and cycling initiatives through Local Transport Plan funding.

CHAPTER 4 : CREATING STRONG AND PROSPERING COMMUNITIES

- 4.1 The purpose of development is first and foremost about ensuring a good quality of life for all residents and creating the right conditions for communities to flourish. This includes building homes that are popular and meet the functional requirements of households; providing a mix of homes that is appropriate to needs and supports economic growth and provision of local facilities to address everyday activities.
- 4.2 The Council's ambition, identified through the Sustainable Community Strategy is that existing and new residents will feel part of the future of the area; that they will set down roots and stay in the area as their family circumstances change; and develop local ties through participating in Dartford's life and activities. The various strands of the Council's approach, outlined in this Plan, are all aimed at ensuring that Dartford develops in a way that makes this ambition a reality. This chapter focuses on the life of communities and addresses the issues that are important to people's everyday lives.

Design of Homes

- 4.3 National planning guidance¹⁴² promotes the development of high quality new housing, contributing to the creation of sustainable, mixed communities. The Kent Design Guide¹⁴³, produced in collaboration with Dartford Council, provides a locally-based approach to developing good design and a core set of principles to guide and shape high quality residential developments.
- 4.4 Residents' satisfaction surveys¹⁴⁴ of new developments in the Borough have been carried out to help understand the factors that make successful living environments. The results of these surveys have helped to develop some local principles which will create the type of place where people will want to put down roots.
- 4.5 National planning guidance¹⁴⁵ encourages the efficient use of land by setting housing densities that are appropriate to the location and the circumstances of the development. It is important that density standards do not become the prime determinant of the form of development. The Council believes that design criteria which determine the quality of residential layouts, rather than density standards, should guide development of sites.
- 4.6 The objectives of this Plan, which seek the provision of a choice of homes, a green borough and protection of the character of villages, all have an influence on the densities that can be achieved on sites. There are a number of sites in the Borough which benefit from existing or proposed good public transport accessibility. Fastrack, in particular, provides a high quality bus service with fast and frequent connections to the Borough's main attractors and to the railway network. These sites may be appropriate for higher densities, providing this does not undermine other policy requirements in the Plan.

¹⁴² PPS3 Housing, DCLG, June 2010

¹⁴³ Kent Design Guide, Kent County Council, December 2005

¹⁴⁴ Residents Satisfaction Surveys, Dartford Borough Council, 2004 and 2005

¹⁴⁵ PPS 3 Housing, DCLG, June 2010

Policy CS 17: Design of Homes

1. To achieve living environments that enrich the quality of life and provide the conditions for communities to flourish the Council will:
 - a) Require the application of the principles of the Kent Design Guide in developing housing proposals
 - b) Require that the criteria identified as locally important are addressed in the design of homes. These include:
 - Internal spaces that are appropriate and fit for purpose
 - Adequate internal storage and recycling storage space
 - Garages, where provided, are of a fit for purpose size
 - Secure arrangements for management and maintenance of communal areas.
 - Useable private amenity space, usually provided as a garden in family houses and a balcony, patio or roof garden in flats.
 - High quality communal open space
 - Priority for those on foot or bicycle in internal estate roads
2. Further policies and guidance on these matters will be set out in the Development Management DPD and SPD's.
3. Sites will be developed at a variety of densities, depending on their location and accessibility to public transport. The form and density of housing will vary across the larger sites, in response to accessibility and other characteristics of each part of the site. Variations in density across a site should be used to develop different character areas.
4. Broad indications of appropriate average net densities are as follows:
 - a) Rural Village sites: below 40 dwellings/ha
 - b) Dartford town centre, Northern Gateway, Ebbsfleet Valley Strategic Site, Thames riverside sites (outside Conservation Area) and other major sites which integrate Fastrack: over 50 dwellings/ha
 - c) Other urban sites: 35-55 dwellings/ha

Achieving a Mix of Homes

- 4.7 About 30% of the housing stock at 2026 will comprise homes which have been built since 2006. This means there will be plenty of homes for those who form a new household but wish to stay in the area close to family and friends, as well as homes for those wishing to take up the jobs and other opportunities offered by Dartford Borough.
- 4.8 PPS3¹⁴⁶ advises that plans should have regard to the accommodation requirements of specific groups, in particular, families with children, older and disabled people.
- 4.9 The Council's objective is to ensure that there is a wide choice of housing available, providing a diversity and mix of housing types. This will enable families to stay in the area when their circumstances change and a different type of home is required. The residents' satisfaction survey¹⁴⁷ highlights the need for a mix in the range of types and sizes of properties.

¹⁴⁶ PPS 3, Housing, DCLG, 2010

¹⁴⁷ Residents Satisfaction Surveys, Dartford Borough Council, 2004 and 2005

- 4.10 The Housing Needs Survey and Housing Markets Assessment ¹⁴⁸ found that there was a small shortage for 1 and 4 bedroom properties in the private sector. The shortfall was, however, small in relation to the total housing stock and the amount of new housing coming forward. By and large, supply and demand were broadly balanced.
- 4.11 A continuing supply of one and two bedroom homes is needed to enable young households to make the first step onto the housing ladder and also to allow the elderly to move into smaller homes that they can manage more easily. Analysis of permissions for housing already granted but not yet built out suggests that these will comprise of 65% flats and apartments. Once built out and in the absence of other development, this would result in an increase of flats from 22% to approx 30% of the housing stock by 2026. In order to preserve the diversity of the housing stock, a mix of housing is required which does not create an oversupply of flats. Where there is an excess of these smaller homes, they tend to be used as a short-term stepping stone, encouraging a high turnover and a transient community.
- 4.12 The Council wishes to ensure that Dartford's resident population is stable and locally connected. The current pre-dominance of family homes provides conditions where residents can meet their needs over the longer term as their family circumstances evolve. It is also important, given that Dartford seeks to attract new businesses from among the growth sectors, that a number of larger aspirational properties are provided in attractive locations. Dartford's Strategic Housing Market Assessment noted the imbalance of the housing stock towards the smaller size of homes, with a comparatively low proportion of larger houses. An element of the larger family homes with 4 or more bedrooms would address this imbalance.
- 4.13 In some locations, such as in the town centre or on the riverside, flats and apartments are generally more appropriate than family houses. However, they need to be designed with care and a high quality of development secured to ensure that they provide housing of choice rather than just a stop-gap. Generous internal space standards and some private amenity space for each flat, will help to ensure the homes can be flexible to respond to changing needs of a household and offer a longer-term solution for all age groups. Provision of a communal area, normally provided as outdoor amenity space, can provide a meeting place for residents and help in the establishment of a community.

¹⁴⁸ Housing Needs Survey and Housing Markets Assessment, DCA, 2006

Policy CS18: Housing Mix

1. In order to achieve a mix of housing sizes that meets needs and provides an appropriate long-term balance in the housing stock, the Council will:
 - a) Aim to keep the proportion of houses to flats at an approximate ratio of 70:30 of the housing stock over the Plan period. This will be achieved by:
 - normally requiring new development comprising 100 homes or more to provide approximately:
 - 70% as family houses of two bedrooms or more, with the exception of locations identified below
 - Of which, 5% provided as family houses with 4 or more bedrooms, with the exception of locations identified below
 - 30% as flats
 - On developments of less than 100 homes, there will be a presumption in favour of providing a majority of family houses of 2 bedrooms or more with the exception of the locations below.
 - In the following locations a higher proportion of flats may be acceptable:
 - Dartford Town Centre Priority Area (including Northern Gateway (see Policy CS 3(1))
 - Ebbsfleet Valley Strategic Site (see Policy CS 5(3))
 - Thames Waterfront sites
 - b) Require that, where flats/apartments are provided, the accommodation is designed to a high quality, with generous internal space standards; the provision of private amenity space, such as balconies or roof gardens, wherever possible; and provision of outdoor and/or indoor communal space.
 - c) Require developments to demonstrate that they are providing the maximum practical proportion of homes built to Lifetime Homes standards¹⁴⁹. Further details will be set out in the Development Management DPD.
 - d) Support the provision of specialist accommodation for older people¹⁵⁰ and wheelchair accessible housing.

Affordable Housing

- 4.14 The Examination Panel into the South East Plan¹⁵¹, concluded that 30% affordable housing was appropriate in Kent Thames Gateway because of competing claims from other planning obligations and high land reclamation costs. A higher percentage requirement would be likely to have an impact on economic viability and result in less private housing development coming forward. This figure has been tested through Dartford's Housing Needs Survey¹⁵², which recommended that application of a 30% affordable housing target on private development could meet the newly arising need as well as clearing the existing backlog of need.
- 4.15 The viability of this target has been confirmed by the Affordable Housing Viability assessment which has found that a 30% target is sustainable in normal market

¹⁴⁹ Dartford Strategic Housing Market Assessment, Dartford Borough Council, 2010

¹⁵⁰ Dartford Strategic Housing Market Assessment, Dartford Borough Council, 2010

¹⁵¹ The South East Plan Examination in Public, Report of the Panel, August 2007. A 30% indicative target was subsequently included in the South East Plan.

¹⁵² Housing Needs Study and Market Assessment, DCA, 2006, updated in Dartford's Strategic Housing Market Assessment, Dartford Borough Council, 2010

conditions. However, some flexibility is required in adverse market conditions and exceptional circumstances.

- 4.16 Housing delivery has been lower than previously predicted since 2008, as a result of the recession. Affordable housing delivery has been commensurately lower, impacting on the ability to clear the backlog of housing need. Nonetheless, affordable housing provision has averaged around 30% of all housing in the period 2007-2010.¹⁵³ This appears to have addressed ongoing need, stemming an increase in the waiting list. However, since 2008, there has been a relative change in the size of properties required, with a particular increase in the need for family homes relative to 1 bedroom properties. The highest category of need is dominated by a requirement for family homes.
- 4.17 Many newly forming households need initial help to enter the housing market, before attaining eventual independence. For these residents, intermediate forms of housing, such as shared ownership, discounted sale or below market rents, are the most appropriate solution. For residents for whom these options are not appropriate, social rented housing will be required.
- 4.18 The Housing Needs Survey¹⁵⁴ assessed the incomes of households who needed assistance in accessing housing. It found that intermediate housing was attainable for a high proportion of these households, if shared ownership homes could be provided at 25% or 50% equity. Due to the low level of intermediate housing in the current housing stock, it was recommended that new build provision should address this tenure imbalance. The study advised that at least 50% and as much as 80% of new affordable housing should be provided as intermediate housing.
- 4.19 The study identified a high level of demand for affordable housing in the rural parts of the Borough. However, the demand is not necessarily generated from within the rural area and preference from residents for housing in these locations has to be balanced against protection of the Green Belt. Analysis of the Council's waiting list suggests that locally-generated need in the rural areas is limited in scale¹⁵⁵. Nonetheless, because of the limited scope for new housing in the rural area, any opportunities need to be maximised.
- 4.20 The limited size of sites in the rural area requires a low threshold to be applied in order to achieve affordable housing, combined with a higher percentage than in the urban area. The viability study has concluded that this is generally achievable, given the circumstances that apply.¹⁵⁶ Where larger rural sites become available (approximately 50 and over) the percentage requirement will be applied flexibly, so as to ensure a mixed and sustainable community.

¹⁵³ Dartford Annual Monitoring Report 2006-2007, 2007-2008, 2008-2009, Dartford Borough Council

¹⁵⁴ Dartford Housing Needs Survey and Market Assessment, DCA, 2006

¹⁵⁵ Dartford's Green Belt (Land South of the A2) Technical Paper, Dartford Borough Council, 2010

¹⁵⁶ Dartford Affordable Housing Viability Assessment, Chris Marsh Associates, 2010

Policy CS 19: Affordable Housing

1. To ensure that the needs of households requiring affordable housing are met, the Council will:
 - a) In the urban area: require private housing development of 15 units or more (net) or site size of 0.5ha or more to deliver 30% of the units as affordable housing.
 - b) In the rural area (to the south of the A2): require private housing development of 2 or more units (net) to deliver 50% of the units as affordable housing.
 - c) Promote tenure mix which meets the needs and aspirations of residents by requiring a minimum of 50% and maximum of 80% of affordable housing developed as part of private developments to be provided as intermediate housing, with the remainder provided as social-rented housing. The amount will be determined on a site by site basis, taking into account site characteristics and development viability, and in the light of regularly reviewed assessment of local housing need.
 - d) Working with its partners, including Registered Social Landlords, private developers and the Homes and Communities Agency to ensure that the intermediate homes provided are at a cost which addresses local needs. This would require shared ownership levels predominantly at 25% to 50% share, as financial viability allows.
 - e) Require that, where possible, an element of 3 plus bedroom social-rented housing is provided as part of the affordable housing element.
 - f) Work with HCA to achieve public sector funding towards affordable housing, in order to make development viable.
2. Further guidance on the Council's approach to affordable housing will be contained in an Affordable Housing Supplementary Planning Document (SPD).

Provision for Gypsies and Travellers

- 4.21 Government Circular 01/2006 requires that local authorities allocate suitable sites in their Local Development Documents to meet the identified need for gypsy and traveller accommodation.
- 4.22 The Council has carried out a joint assessment of gypsy and traveller¹⁵⁷ and travelling showpeople¹⁵⁸ needs in the area with other North Kent and North and West Kent authorities, in the case of the Travelling Showpeoples' assessment. In the absence of a regional allocation, the Council will work with its Kent partners to agree an appropriate distribution across the County, based on the needs of gypsies and travellers, environmental constraints and capacity for provision.
- 4.23 In advance of this, the Council is progressing the implementation of four new pitches at its site in Claywood Lane and is exploring potential for the provision of additional pitches.

¹⁵⁷ North Kent Gypsy and Traveller Needs Assessment, DCA, 2006

¹⁵⁸ North and West Kent Travelling Showpeople's Assessment, DCA, 2008

Policy CS 20: Gypsies and Travellers

1. The Council will work with Kent authorities to agree a sub-regional distribution of traveller and travelling showpersons pitches. In identifying sites to meet an agreed requirement, the Council will take into account:
 - a) Impact of proposed pitch provision on adjacent residential communities;
 - b) Accessibility of a proposed location to educational, health, community facilities and public transport;
 - c) Protection of the openness of the Green Belt;
 - d) The availability and delivery of sites;
 - e) Other planning constraints, including flood risk.
2. The Council will provide four additional pitches to meet the needs of existing households on the Council-owned Claywood Lane traveller and gypsy site.
3. Potential for additional pitches will be explored on or as extensions to existing sites as well as in new locations, subject to potential sites meeting the criteria above and addressing the needs of the gypsy community.
4. The Council will produce an Implementation Strategy for the delivery of identified sites.

Services to Support Communities

- 4.24 Creation of stable communities is dependent on the availability of good quality schools, health facilities, sports and recreation facilities, spaces for groups to meet and other services which can be conveniently accessed. Dartford's growing population and future changing age profile will generate requirements for a comprehensive range of local community services¹⁵⁹. Major residential developments both generate a need for new provision of facilities as well as providing an opportunity to develop new community buildings as part of a scheme. Creation of a community hub on site, comprising of a school, health facilities, local shops and a community hall or meeting place has the added advantage of creating a focal point around which a new community can establish bonds. The Bridge has provided an exemplar of shared space for community facilities, providing cost effective services.
- 4.25 The Council has worked actively with service providers to identify requirements for community facilities over the Plan period, as a result of planned growth as well as existing requirements¹⁶⁰. Requirements for new schools, as currently projected, have been identified and are set out in the policies in Chapter 2. The Health Authority has identified a need for a range of primary health care facilities, including GP premises, over the Plan period to meet demand from growth in the population as well as replacement of inadequate and poor quality premises. Work is ongoing to define more clearly the size, distribution and form of delivery of new provision. Kent County Council is in the process of reviewing the need for its full range of services, including schools (preliminary assessment available), libraries, youth provision, adult education, and adult social services, on the basis of projected household growth to 2026. These

¹⁵⁹ Community services includes schools and other learning, health facilities, faith and meeting spaces, youth services, libraries, adult social services, indoor and outdoor sports and recreation facilities, emergency services and judicial courts.

¹⁶⁰ Infrastructure Background Paper, Dartford Borough Council, 2010

assessments will be used to inform planning decisions once they are available. The voluntary sector also contributes to the provision of services and facilities, particularly meeting space, to existing communities and has a continuing role to play in serving new communities.

- 4.26 Service providers have a requirement for the efficient planning of services, taking into account the current distribution of services, the phasing of new development and the potential for shared use of facilities. The Council will explore options with them which enable them to meet these objectives, whilst also addressing the needs of communities in an effective way and having regard to their Service Delivery Strategies. Delivery partners often operate under a system of short term business planning which does not fit with the Core Strategy planning timeframe. The Council will engage with partners during future rounds of business planning to ensure that Core Strategy objectives are met.
- 4.27 Kent County Council¹⁶¹ and the Health Authority¹⁶² operate planning obligations schemes whereby new development makes a contribution to the arising need for new facilities. These are currently under review.

Policy CS 21: Community Services

1. To ensure that community needs for services are provided in an appropriate location and in a timely and effective way, the Council will:
 - a) Require that community services are provided as part of major development proposals, where provision is needed to meet the generated demand.
 - b) Seek that, where possible, new facilities are provided in a way that allows benefits to be shared by existing and new communities. They should be located close to the population they will serve, with reference to natural community boundaries and access routes.
 - c) Require that, provision of the facilities is appropriately phased so that residents of a development can have access to required facilities at an appropriate stage. Where permanent provision is not possible from the outset, temporary provision will be sought for early residents.
 - d) Continue to work with the Health Authority to identify the most appropriate distribution of new provision and seek ways to implement this.
 - e) Work in partnership with Kent County Council, the Health Authority and other delivery partners to ensure that new development makes an appropriate contribution towards land and facilities based on the need generated by the development.
 - f) Consider favourably co-location of services, multi-purpose spaces and satellite provision, where this adequately serves community needs and provides a strong focus for communities.
 - g) Work with Kent County Council to identify an additional site for a household waste recycling centre.
 - h) Identify additional burial capacity for the period post 2026¹⁶³.

¹⁶¹ KCC Guide to Development Contributions and the Provision of Community Infrastructure, Kent County Council updated, 2008

¹⁶² Based on London HUDU Model for larger schemes and by individual impact assessment for smaller schemes

¹⁶³ Infrastructure Background Paper, Dartford Borough Council, 2010

Sports, Recreation and Culture Facilities

- 4.28 Increasing demand for new leisure facilities will arise from population growth in the borough. The borough has a range of commercial leisure facilities, with a particular focus at Bluewater but also in Dartford town centre. The Dartford Retail and Leisure Study identifies a need for one additional multiplex cinema in the borough by 2026 and a ten pin bowling facility¹⁶⁴.
- 4.29 The Borough has over 200 indoor, outdoor, water-based and countryside sports facilities on offer, providing provision for all ages and differing levels of physical capability. Built sports facilities are relatively well spread but are more common in the urban rather than the rural area¹⁶⁵. The Playing Pitch Study¹⁶⁶ recognises shortfalls in some types of playing pitches, such as senior football, junior football, mini soccer, hockey and rugby union, in parts of the Borough by 2011.
- 4.30 The Council has invested in a transformational programme of sports and community development. This includes the provision of a new world class judo centre and a community football stadium which has won awards for its sustainable design and a skatepark and outdoor gym in Central Park. Three venues have been identified as training centres for the 2012 Olympics: The Judo Centre, Princes Park Community Stadium and Arrow Riding School for the Disabled. The Council wishes to build on these successes and encourage the development of further centres of excellence in order that the local community can benefit from the highest quality of facilities, with a consequent rise in participation rates.
- 4.31 The Council has acquired the Acacia Hall complex in Dartford Town Centre and proposes to deliver an enhanced social, sporting and recreational offer on the land.
- 4.32 The Orchard Theatre provides a wide cultural offer attracting audiences from across the sub-region. Other cultural and entertainment facilities include the Borough Museum, the Mick Jagger Performance Centre and a multi screen cinema and exhibition centre at Bluewater. The planning consent for Eastern Quarry allows leisure (D2) floorspace with further leisure floorspace permitted at Ebbsfleet. Work commenced on Bluewater's exhibition centre in March 2010.
- 4.33 The Play strategy shows a good geographical distribution of play facilities within the borough, but with some deficiencies. An action plan to improve fixed play, improve organised play activities and improve casual, child-led play activities has been produced. Activities for teenagers are one area identified for improvement through the Place Survey¹⁶⁷.
- 4.34 There is a need to focus on improving the quality of existing provision, providing additional playing pitches to cater for future demand, increasing participation in sports, and securing further community use agreements. The Council will work with Sport England, to update the Playing Pitch Study and further develop the Sports Facilities Technical Paper. This work will enable further guidance to be provided in later LDF documents and updates to the Infrastructure Delivery Plan relating to sporting provision, including meeting the needs of existing residents and the demand arising

¹⁶⁴ Dartford Retail and Commercial Leisure Study, GVA Grimley, 2010

¹⁶⁵ Sports Facilities Technical Paper, Dartford Borough Council, 2010

¹⁶⁶ Dartford Borough Playing Pitch Study, Dartford Borough Council and Groundwork Kent Thames-side, 2006

¹⁶⁷ Sports Facilities Technical Paper, Dartford Borough Council, 2010

from major development sites. Whilst the Council will seek extension and provision of new sports and recreational facilities, all proposals must be in accordance with the provisions of Policy CS14 which provides for the protection and enhancement of areas of nature conservation value.

Policy CS 22: Sports, Recreation and Culture Facilities

1. The Council will extend sports, cultural and recreational facilities in the Borough, nurture and develop community-based sports and cultural projects and develop an elite offer as a way of encouraging participation.
2. The Council will work with its partners to implement consents for sports, recreation and culture facilities at Eastern Quarry, Ebbsfleet and Bluewater. The Council will also seek to improve leisure and recreation facilities in Dartford Town Centre. Opportunities to provide a replacement swimming pool and leisure centre for Fairfield Pool at the Acacia Hall Complex will be explored.
3. Stone Lodge has been identified as a site where sport and recreational uses requiring more extensive use of land would be appropriate. Working in partnership, the Council will encourage the development of centres of excellence for sport and recreational facilities at this location. Where the sport/recreational element is not, by itself, financially viable, the Council will consider non sporting development on part of the site in order to enable the provision. Any development should include proposals for access to the facilities by community-based organisations.
4. The Council will encourage leisure uses of an outdoor nature or set within generous greenspace at Swanscombe Peninsula. The Council will also encourage water-based activities¹⁶⁸ on the Borough's recreational lakes and along the River Thames, to the extent that navigation, hydrology, water quality and ecological protection of the lakes/river permits, where the development scheme can be designed to ensure the provision of related land-side facilities, car parking and access and where development is appropriate to the character of the area.
5. Appropriate existing sport, recreational and cultural facilities will be protected, unless it can be demonstrated that the facility is no longer needed or an equivalent replacement facility in terms of quality, quantity and accessibility is provided elsewhere.
6. Community sport and cultural facilities will be required at major development sites, in scale with the needs of the community. Smaller scale sporting facilities in the rural villages, will be supported, where these serve local needs.

¹⁶⁸ Generally of a non-motorised nature on recreational lakes

CHAPTER 5 : SUSTAINABLE GROWTH

Minimising Carbon Emissions

- 5.1 Government Guidance defined climate change as the greatest long-term challenge facing the world today and the 2008 Climate Change Act sets a legally binding target (against a 1990 baseline) of at least an 80 percent cut in greenhouse gas emissions by 2050, with a reduction of at least 34 percent by 2020. Dartford needs to play its role in this but in the context of large scale growth, reducing emissions is a challenge. A key message from the Energy White Papers¹⁶⁹ is that managing the demand for energy is the cheapest and easiest way to reduce emissions and address climate change, although sources of renewable energy need to be developed as part of a more diverse energy supply.
- 5.2 A phased programme of achieving reduced carbon emissions from new homes and commercial buildings is being implemented at the national level, with all new homes to be zero carbon by 2016¹⁷⁰ and commercial buildings to be covered by BREEAM standards. This is in part to be achieved by higher energy efficiency in new-build construction with revised Building Regulations to deliver this. The challenge will be to identify the most appropriate way of providing remaining energy requirements by means of renewable sources as well as reducing emissions from existing buildings.
- 5.3 The Thames Gateway has been designated as an eco-region¹⁷¹ and is required to act as an international exemplar of sustainability. The large development sites in Dartford provide an opportunity to act as exemplars for reducing carbon emissions both through managing demand for energy in buildings and from transport as well as by developing sources of renewable energy. The economies of scale achievable on these sites will allow for cost efficient development and production of green technologies and assist in the development of a market for the products, thereby making them more affordable.
- 5.4 A Kent Thameside sustainable energy feasibility study¹⁷² has found that solar thermal and photovoltaic technologies, ground source heat pumps, Combined Heat and Power (CHP), and medium scale wind are the most favourable options for the area. The use of passive solar design can further support the delivery of low-carbon development. The largest gains in carbon saving can be derived from retro-fitting of existing homes and buildings through improved energy efficiency whilst at the same time, tackling fuel poverty.
- 5.5 CHP plants offer considerable scope to maximise the efficiency of energy supply through the use of heat as a by-product of the generated electricity, particular when the energy is generated from a renewable source. This offers potential to supply existing homes and buildings with a low/zero carbon form of energy.

¹⁶⁹ Energy White Papers, 2003 and 2007

¹⁷⁰ Code for Sustainable Homes, DCLG, 2006

¹⁷¹ Thames Gateway Eco-region – a Prospectus, DCLG, 2008

¹⁷² Kent Thameside Eco Assessment, AEA and Savills, 2010

Policy CS 23: Minimising Carbon Emissions

1. To minimise carbon emissions through energy efficiency and use of renewable energy, the Council will:
 - a) Require **all** new development to:
 - Demonstrate that reductions in energy use through passive design and layout of development have been explored and applied, where practical
 - b) Require housing development of 100 units or more to:
 - Achieve at least Code Level 4¹⁷³ (or its equivalent) in the energy category in advance of mandatory requirements
 - Design buildings in a way that enables the potential for zero carbon through the later retro-fitting of zero and low carbon technologies, for example through solar thermal, photovoltaic systems, ground source heat pumps and connection to a CHP plant, where development commences prior to introduction of Code Level 6¹⁷⁴
 - c) Require new non-residential development over 1,000 square metres gross floorspace to meet BREEAM 'excellent' (or any future national equivalent).
 - d) Subject to assessment, seek that development on the following sites provides low/zero carbon CHP either on or off-site to supply the development with heat and power:
 - Eastern Quarry (see also Policy CS 5)
 - Ebbsfleet (see also Policy CS 5)
 - Northern Gateway (see also Policy CS 3)
 - Swanscombe Peninsula (see also Policy CS 6)
 - e) Where the supply is provided in the later phases of development, infrastructure to enable future connection should be provided in the early phases. On these sites, the potential to supply existing buildings or smaller development sites with heat or energy from the CHP plant should be explored. Implementation of further sites and networks for low/zero carbon decentralised energy, as identified through the Kent Thameside Eco –Assessment Study will also be encouraged.
 - f) Work in partnership to improve the energy efficiency of the existing building stock, as well explore opportunities to retrofit existing buildings with decentralised energy sources as well as water demand management measures¹⁷⁵, through the identification of funding and implementation of programmes.
 - g) Work in partnership to establish an enabling body to facilitate a local network generating and distributing decentralised energy, in order to maximise the opportunities for low/zero carbon generation and supply.

Flood Risk Management

- 5.6 The Thames riverfront defences provide protection to a 1 in 1,000 year event minimum standard against tidal flooding. The Environment Agency (EA) has undertaken a review of the Thames Tidal defences¹⁷⁶ with recommendations for flood risk management to 2100. The recommended approach for Dartford Borough to 2100 is to maintain the level of protection to the same standard as currently provided. During the period to 2069, this

¹⁷³ Sustainable Code for Homes, DCLG, 2008

¹⁷⁴ Sustainable Code for Homes, DCLG, 2008

¹⁷⁵ Measures to reduce hot water use will reduce energy use.

¹⁷⁶ Thames Estuary 2100, Plan Consultation Document, Environment Agency, 2009

will involve maintaining, enhancing and replacing the river defence walls and active structures, including defence raising. Post 2070, there is an option for a new barrier at Long Reach. This may require the long term safeguarding of the Dartford Marshes.

- 5.7 The long term safeguarding of land will be needed to provide space for future defence raising and, where appropriate, defence realignment.
- 5.8 The EA is required to provide new intertidal habitats in the Lower Thames Estuary (downstream of Gravesend). To achieve this, it will be necessary to flood some existing freshwater grazing marshes that are not in Dartford Borough and provide compensatory freshwater habitats. Dartford Marshes, along with other areas, has been identified as a suitable area for these habitats.
- 5.9 Sites along the River Darent are at risk of fluvial flooding, notably in and around Dartford Town Centre, as well as sites in the Ebbsfleet Valley when there are extreme rainfall events.
- 5.10 The Environment Agency requires access to the river defences for inspection, maintenance and other purposes¹⁷⁷. Developers will need to agree the amount of land that will be required for such purposes with the Environment Agency.
- 5.11 PPS 25 advises against the development of higher risk land uses, such as housing, in areas of flood risk. The Council has used the Kent Thameside¹⁷⁸ and Dartford Town Centre¹⁷⁹ Strategic Flood Assessments to inform its land allocations through a sequential assessment of sites.¹⁸⁰ In order to meet local and Thames Gateway regeneration objectives, there will be a need to build on some sites which are at risk of flooding. These have been subject to a preliminary Exceptions Test assessment. On sites within Flood Risk Zones 2 and 3, a site-specific Flood Risk Assessment will be required to ensure that the safety of the development can be achieved through appropriate design and access arrangements and that flood risk is not increased elsewhere.
- 5.12 National Guidance requires that new development should not increase the risk of flooding and or surface water runoff rates. Impacts from loss of permeable surfaces can be mitigated through the use of Sustainable Urban Drainage Systems, where appropriate, as well as through provision of generous areas of soft landscaping and water in new development. The Water Cycle Study¹⁸¹ has recommended that for large sites, or where there are several developments in one area, a 'management train'¹⁸² approach is applied. The study also noted the potential for green space and water storage areas to provide water absorption and storage capacity to address surface water run-off and to counteract loss of absorption resulting from development.

¹⁷⁷ Environment Agency Southern Region Land Drainage and Sea Defences Byelaws 1982

¹⁷⁸ Kent Thameside Strategic Flood Risk Assessment, Entec, 2005 and 2009 Update

¹⁷⁹ Dartford Town Centre Strategic Flood Risk Assessment, Entec 2008

¹⁸⁰ Dartford Town Centre PPS 25 Sequential Assessment, Dartford Borough Council, 2008 and PPS 25 Flood Risk Sequential Test Borough-wide Assessment, Dartford Borough Council, 2010

¹⁸¹ Kent Thameside Water Cycle Study, Entec, 2009

¹⁸² A series of progressively larger scale practices to manage runoff from prevention, source control, site control and regional control

Policy CS 24: Flood Risk

1. To manage and mitigate flood risk the Council will:

- a) Ensure that sites in Flood Zone 2 and 3a, shown to be acceptable for development following application of the Sequential Test and parts A and B of the Exception Test¹⁸³, demonstrate that part C of the Exception Test can be passed and that residual risk is managed through a Flood Risk Assessment (FRA) and an appropriate Flood Plan. Windfall sites will be subject to the same tests to assess whether they are appropriate for the development proposed.
- b) Engage with the Environment Agency and Defra in the further stages of the Thames Estuary 2100 Project (TE 2100), and seek not to foreclose any medium or long-term options through proposals in this Plan. In particular, the Council will protect the Dartford Marshes from development, in the event that the area is required to implement flood protection proposals or compensation freshwater habitats.
- c) Require the SUDS¹⁸⁴ 'management train'¹⁸⁵ to be applied, as appropriate, in all new development. In Water Source Protection Zones, SUDS will need to demonstrate that any surface water run-off infiltrating the ground will not lead to deterioration of groundwater quality.
- d) Identify and implement a green infrastructure network through the safeguarding of existing areas of open space and a requirement for generous provision of green space and water bodies in new development (see Policy CS 14).

Water Management

- 5.13 The Borough is served by three water utilities companies: Thames Water, Southern Water, and South East Water, and lies within an area of "serious" water stress. The effects of climate change, potentially resulting in drier summer months when demand for water is at its highest, combined with demand from proposed development in the area, will place increased pressure and competition for water resources. The Kent Thameside Water Cycle Study¹⁸⁶ estimates that, in the absence of any mitigating actions, demand for water in Dartford will increase by about 5.4Mega Litres/day between 2006 and 2026.
- 5.14 There is little or no water available locally for further new resource development to meet demand from new development, although consent has been granted for an emergency backup reservoir at Bean. Construction is unlikely to occur until after 2015. The consented site will be safeguarded through the Council's Development Management Development Plan Document (DPD). Water utilities Asset Management Plans (AMPS) for the period up to 2015 have been prepared. The water companies consider that sufficient water resources will be available to allow the delivery of new development in the area, subject to the resolution of their water resource management plans and their 5-yearly AMPS.

¹⁸³ This has been carried out for identified sites through the PPS 25 Flood Risk Sequential Test Borough-wide Assessment, Dartford Borough Council, 2010

¹⁸⁴ Sustainable Urban Drainage Systems

¹⁸⁵ Kent Thameside Water Cycle Study, Entec, 2009

¹⁸⁶ Kent Thameside Water Cycle Study Phase 1, Entec, 2009

- 5.15 Whilst supply of water is not an absolute constraint on the delivery of the proposed level of housing¹⁸⁷, the ability of the water companies to provide an adequate supply of water and waste water treatment¹⁸⁸ to keep pace with development has an influence on the scale and phasing of development that can be planned for. The water companies have planned for investment in the water supply and waste water treatment network at the major sites of Eastern Quarry and Ebbsfleet, and further investigation is being carried out by Thames Water to identify local capacity constraints in relation to the proposed phasing and location of development. Thames Water has undertaken preliminary investigations to identify waste water capacity constraints in relation to the proposed phasing and location of development. Further detailed investigation may be required as and when development proposals come forward and it will be the responsibility of the developer to carry out appropriate studies.
- 5.16 The European Water Framework Directive¹⁸⁹ seeks to protect and enhance surface fresh and ground waters and dependent ecosystems, therefore it is vitally important to maintain a high quality water environment within the Borough. The Cray and Darent river systems and their ecology are heavily reliant on groundwater from the Chalk and Lower Greensand. This makes them vulnerable to over-abstraction and drought. In the early 1990s, this combination led to some stretches of the Darent drying up completely. To address this problem and ensure a high quality water environment the Darent Action Plan was set out between the Environment Agency and local water companies. This outlines where, if any, water is available for further abstraction and actions to be taken to assist in the management of the water environment.
- 5.17 Most of the Borough lies within a Groundwater Source Protection Zone (see Proposals Map 11) and the protection from underground water reserves from pollution will be a major factor in considering development proposals. Development in these zones should have regard to the Environment Agency's 'Groundwater Protection: Policy and Practice (GP3)' document.
- 5.18 The Thames Gateway Delivery Plan proposes that actions are taken to work towards a programme for delivering a 'water neutral' Gateway¹⁹⁰. It notes that the challenges presented by housing, population growth and climate change, in an area with low rainfall and high water use make such an aspiration difficult to achieve. However, it notes that the scale of development in the Gateway provides an opportunity for the area to be an exemplar for sustainable development and encourage ambitious levels of water efficiency.
- 5.19 The Government published a feasibility study in 2007¹⁹¹ the aim of which was to identify scenarios in which the total water used by the Gateway after the developments to 2016 should not exceed total water use before development. The results of the pathway scenarios show that achieving water neutrality by 2016 is technically feasible, but that water neutrality is nonetheless an ambitious aim. The Water Cycle Study of 2009 concluded that at present there was insufficient guidance in terms of methods and mechanisms for the delivery of water neutrality and that it was not appropriate to establish specific recommendations for water neutrality at this point in time.

¹⁸⁷ Kent Thameside Water Cycle Study Phase 1, Entec, 2009 and Infrastructure Background Paper, Dartford Borough Council, 2010

¹⁸⁸ The Water Resources Management Plans for South East Water and Thames Water are currently being examined. Southern Water's Resources Management Plan was published in 2009.

¹⁸⁹ European Water Framework Directive (2000/60/EC), (Dec 2003 UK)

¹⁹⁰ Thames Gateway Delivery Plan, DCLG, 2007

¹⁹¹ Towards Water Neutrality in the Thames Gateway, Environment Agency, 2007

- 5.20 However, there are a number of measures which can move consumption patterns in the direction of Water Neutrality. A requirement for water efficiency in line with Levels 3/4 of the Code for Sustainable Homes could enable a significant reduction in the level of increase, with a minimal additional cost.¹⁹² The Water Cycle Study recommended that a small percentage of new homes should be built to CSH level 5/6, in terms of water use, in the first 2-3 years, as means of delivering exemplar demonstration projects. Costs increase significantly beyond CSH level 4 and in current economic circumstances are likely to impact negatively on economic viability. However, the possibility of designing homes in a way that enables simple retro-fitting at a later stage will be explored for large developments.
- 5.21 With respect to non-residential development, the study advised that developments should be constructed to meet the BREEAM excellent rating for water efficiency, and, where appropriate, the collection of rainwater should be implemented in new developments. It also recommended the promotion of retrofitting programmes, where cost-effective, particularly as part of refurbishment by social landlords, to offset a proportion of the demand from new development.

Policy CS 25: Water Management

1. To manage the supply and quality of water and waste water / sewerage treatment capacity serving the community, to protect and enhance the quality of surface and groundwaters¹⁹³ together with assisting in moving towards 'water neutrality' in the Thames Gateway, the Council will:
 - a) Work with the water utility providers and monitor development to ensure that new development and water services are co-ordinated and that the pace of development does not outstrip the water supply and waste water / sewerage treatment capacity at any time. Where development is not capable of being adequately supplied, the Council will review the phasing of development and work with the utility providers and developers to address the capacity constraints at the earliest opportunity.
 - b) Require all new homes to achieve at least level 4 of the Code for Sustainable Homes in terms of water use (105 litres per person per day) in advance of mandatory requirements. Where it can be demonstrated that a development is unable to meet these standards, permission will only be granted if the applicant makes provision for compensatory water savings elsewhere in the Borough.
 - c) Sites of 500 units or more will be expected to act as exemplars. In addition to 2 above, they will be required to reduce dependence on potable water through rainwater harvesting, recycling of used water and reduction of water 'hungry' activity, and should be designed to enable later retrofitting to achieve the highest levels of the Code for Sustainable Homes in terms of water use.
 - d) Require all non-residential developments of 1,000 sqm and above to meet the BREEAM 'excellent' standards of water efficiency.
 - e) Work with and encourage water utility providers and social landlords to fit existing homes and other buildings with more efficient devices and appliances; reduce leakage; and expand metering.

¹⁹² Kent Thameside Water Cycle Study Phase 1, Entec, 2009

¹⁹³ European Water Framework Directive (2000/60/EC), (Dec 2003 UK)

CHAPTER 6 : DELIVERY AND IMPLEMENTATION

Delivering Infrastructure

- 6.1 The co-ordination and delivery of necessary infrastructure alongside, and sometimes in advance, of new development is crucial to achieving the objectives of this Plan. Lack of physical infrastructure can delay development whilst good quality community services help to develop resident satisfaction with a neighbourhood.
- 6.2 The Council has worked with its partners over a significant period of time to achieve a commitment to provision and funding of infrastructure needed to support the significant development opportunities in the area. This has resulted in a programme of works some of which have already been implemented, such as improvement to the A2/A282 interchange and High Speed 1 (formerly referred to as the Channel Tunnel Rail Link and the successful implementation of the first stages of Fastrack). A new school is open at The Bridge and a range of community facilities are committed at Ebbsfleet and Eastern Quarry. Further infrastructure will be necessary to support planned development, particularly at Dartford Town Centre/Northern Gateway, Stone and Swanscombe Peninsula.

Policy CS 26 Delivery and Implementation

1. In order to ensure that adequate and appropriate infrastructure¹⁹⁴ is provided in a timely way, the Council will:
 - a) Work in partnership with public sector providers, utility companies and developers to facilitate the delivery of high quality infrastructure that is commensurate with the scale and needs of the Borough's communities.
 - b) Collect and use contributions from developers to support improvements in services and infrastructure that are required as a result of development, using S106 Obligations in the short term. The Council will introduce the Community Infrastructure Levy (CIL) at the earliest opportunity to fund infrastructure. In advance of CIL, development will be required to contribute proportionally, either financially or in kind, to land and build costs for service and infrastructure needs which arise from demand generated by that development. Infrastructure and service needs will be assessed on the basis of long-term requirements, taking into account infrastructure provider guidance and projected development impacting on the facility over the lifetime of the Plan and, in the case of Eastern Quarry and Ebbsfleet, full build-out of the schemes.
 - c) Prioritise the requirement for planning obligations, where the full requirement would render the development unviable in prevailing economic conditions. Where a development cannot meet the infrastructure requirements necessary to make it acceptable, the Council may seek the deferment of payments through a S106 Obligation, with contributions phased in line with increase in sales values subject to an open book, independent financial viability appraisal at the cost of the applicant. Priorities will be considered according to the circumstances of the site. Transport, education, health facilities and affordable housing will have a high priority.
 - d) Bid for funding through appropriate and available private and public sources.

¹⁹⁴ Appropriate infrastructure includes: transport schemes and initiatives, water supply and sewerage, community facilities (see Paragraph 4.24), flood defences and green infrastructure

Monitoring and Review

- 6.3 Ongoing plan monitoring and review are essential to delivering the objectives of the Core Strategy. Progress on delivery will be reviewed in the Annual Monitoring Report (AMR). The AMR will contain an assessment of progress in preparing Plan documents and the extent to which policies are being achieved and targets met. Appendix 3 sets out a framework for monitoring delivery and outcomes as measured against the objectives of this Plan. This process of review will help assess progress on the implementation of the strategy and identify policies that need review because they are not having the intended effect.

Risks and Contingencies

- 6.4 The Core Strategy has been prepared in a period of great uncertainty arising from the economic recession and significant cuts in public expenditure. It is not possible to accurately predict the impact of these circumstances over the lifetime of this Plan, which is likely to cover more than one economic cycle. Development may be slower than predicted, or conversely, may be faster at some points in the Plan period. Development may be uneven, either locationally, or by particular uses, with the possibility that some sectors of the economy will recover faster than others. This requires identification of the main risks that will undermine the objectives of this Plan, together with actions to address the situation if critical trigger points are reached. The main factors which could impact on delivery of Core Strategy objectives are identified below.

6.5 Underperforming economy

An underperforming economy leads to a lack of investment in job creation with the proposed employment floorspace not being implemented. Low investment in the housing market adversely affects housing supply and, with it, the provision of new affordable housing. Large sites are likely to be particularly affected because of the large up-front costs and higher risks of development. This could impact on development within the priority areas and increase pressure for development outside these areas. It also impacts on consumer spending patterns, and therefore the health and success of the Borough's centres. These are the prevailing circumstances at the time of Plan preparation but it is unknown how long this situation will last.

6.6 Reduction in government spending

The reduction in public spending and cuts to public services and agencies carried out to address the UK budget deficit has implications for the realisation of the Core Strategy. A reduction in public spending affects the delivery of infrastructure and key projects of the scale and quality required to achieve transformational change in Dartford. Transport infrastructure, affordable housing, recreation, community facilities and services may all be affected.

6.7 Behaviour patterns

It is difficult to predict the behaviour patterns over a 15 year period. However, a risk is that car use and the use of resources such as energy and water could exceed predictions, or that measures to restrain or ensure more efficient use are ineffective. This will have consequences for the environment and for the available resources for the area.

6.8 **Environmental change**

The environment is dynamic and subject to change. Whilst policies have been put in place to respond to predicted climate change, global changes may differ to those predicted. Impacts over the time period of the plan are uncertain. Unexpected changes can impact upon levels of flood risk, water availability, temperature levels, biodiversity and agricultural production.

6.9 **European Protected Sites**

Responsible authorities, including local planning authorities, are required through European and National legislation to take a precautionary approach in their plans to the protection of internationally designated biodiversity and habitat important sites. Whilst none of these protected sites are located in Dartford, there are a number of protected sites in North Kent. The Habitats Regulation Assessment (HRA) of the SE Plan and the Core Strategy conclude that there is potential for a number of impacts on designated sites, arising from the level of new development proposed. The HRAs have identified, in particular, that issues of recreational pressure and water quality may need to be addressed in order that the level of development proposed, in combination with planned development elsewhere, does not adversely impact on the integrity of the sites. The Core Strategy contains strong policies for the provision of green infrastructure. These will provide alternative spaces for some recreational activity and could make a contribution to mitigating against potential adverse impacts.

6.10 Recent evidence suggests that there has been a significant decline in bird numbers at the North Kent sites. Presently there is insufficient evidence to adequately assess the cause of this decline. Natural England conclude from their preliminary research that local reasons are a significant contributor. The North Kent Planning and Environment Group (NKPEG) has agreed to progress initial research to assess the causes of the bird decline. The Council is committed to working with its partners through NKPEG to develop a strategic approach to protecting European sites. Subject to the outcome of the studies identifying that development in Dartford will result in adverse impact, this will include timely implementation of appropriate and proportionate actions by Dartford Council, to ensure no adverse impact on features for which the sites are designated. This may include a range of further mitigation measures, for example, the provision of further alternative recreational activities in Dartford and management actions at the sites themselves.

6.11 **Potential Adverse Outcomes**

The risk factors are identified as resulting in the following adverse outcomes, impacting on the strategic objectives of the Core Strategy:

- Sustainable communities do not materialise
- Development not focused on priority areas
- Failure of centres to fulfil complementary roles
- High environmental impact
- Quality of development not achieved in key transformational projects

6.12 The table below sets out risks associated with the potential adverse outcomes and identifies appropriate response triggers and management actions which could be undertaken by the Council to address them.

Table 5: Triggers and Management Action

Related Strategic Objectives:	Potential Adverse Outcome:	Risk(s):	Response Trigger(s):	Actions:
1, 9	Sustainable communities do not materialise	<p>Imbalance in provision of between jobs and homes.</p> <p>Community and physical infrastructure not delivered.</p> <p>Transformational development sites do not come forward</p>	<p>Ratio of jobs to homes falling below 1.2</p> <p>Infrastructure not delivered in line with phasing milestones</p> <p>Sites not delivered in line with trajectory</p>	<p>Work with landowners, developers, public sector partners & service providers to address deficits</p> <p>Look at the provision of a stronger policy mechanism to ensure that development does not go ahead without securing obligations for a high priority infrastructure</p> <p>Review content and timing of Strategic transport Programme Schemes.</p> <p>Identify an infrastructure prioritisation process</p> <p>Review development frameworks, master plans, phasing, consents and planning obligations for major sites</p> <p>On-going review of infrastructure provision and funding requirements. Where deficits cannot be</p>

		<p>Housing delivery does not meet local needs</p> <p>Level of new housing creates unacceptable impacts</p>	<p>Forecasts indicate plan delivery falling below local housing need level of 11,700 homes¹⁹⁵</p> <p>Forecasts indicate housing delivery exceeding 17,300 homes</p>	<p>addressed by management actions, review pace of housing delivery.</p> <p>Review of SHLAA/SHMA</p> <p>Full or partial review of the plan to be undertaken</p>
2, 7	Development not focused on priority areas	<p>Social and environmental pressures.</p> <p>Location of infrastructure poorly related to demand.</p>	<p>Number/ proportion of housing completions outside priority areas</p>	<p>Review sites in priority areas and seek funding and mechanisms to assist delivery</p> <p>Look at the provision of a stronger policy mechanism to focus development in the priority areas</p>
2, 4	Dartford Town Centre, Blue-water and Ebbsfleet fail to fulfil complementary roles	<p>Underperformance of one or more of the centres.</p> <p>Loss of market share to other centres.</p> <p>Some parts of Borough have poorer shopping and leisure facilities.</p>	<p><u>Dartford Town Centre</u> Decline in town centre health indicators.</p> <p><u>Bluewater</u> Drop in position as measured against competing regional-level centres in the south east</p>	<p><u>Dartford Town Centre</u> Develop stronger management /business plan strategies for the centre. Identify public and private sources of funding.</p> <p><u>Bluewater</u> Work in partnership with strategic authorities & owners to review future development at the centre and relationship with neighbouring centres</p>

				Undertake a partial review of retail elements of the Plan, considering allocations and strategies for the centres.
6, 10	High environmental impact	<p>Increased car use leads to congestion, worsening of air quality, and carbon emissions</p> <p>Increased energy use leads to carbon emissions increases</p> <p>Greenspace/ statutory conservation sites are lost or negatively affected through development / insufficient greenspace created as part of new development resulting in biodiversity, habitat and environmental impacts, sustainable urban drainage effects, carbon sink loss</p> <p>Climate change,</p>	<p>Proportion of car trips not reduced</p> <p>No reduction in domestic per capita Carbon emissions</p> <p>Greenspace delivered as part of sites falls below policy requirements.</p> <p>Existing greenspaces lost.</p> <p>Loss of land at statutory conservation site and/or deterioration of site quality.</p> <p>No. of incidents of surface water flooding</p> <p>Species and</p>	<p>Work with partners to prioritise projects that will result in modal shift. Review effectiveness of measures introduced. Review effectiveness of travel plans.</p> <p>Work with partners to extend retro-fitting measures using planning contributions. Promote CHP/low carbon requirements in Development Management DPD,</p> <p>Review effectiveness of greenspace policy and consider changes.</p> <p>Consider strengthening of green space protection.</p> <p>Review sustainable urban drainage systems practice.</p>

		resource depletion and population increases impact on biodiversity	habitat surveys results indicate a decline in quantities of species and habitat quality problems	Work with partners to identify factors affecting species and habitat or environmental decline and the measures required to address it.
		Excessive use of water results in shortages.	Per capita water consumption at new buildings is not reduced	Review water consumption policies look to require higher standard in line with the Code for Sustainable Homes and BREEAM
		Increase in surface water flooding	No. of incidents of surface water flooding	Review Sustainable Urban Drainage Systems implementation
		Adverse impact at European sites	Research into bird decline identifies significant recreational impacts arising from Dartford	<p>Work with NKPEG to identify appropriate and proportionate mitigation measures and support and contribute proportionally to the delivery of a strategic response to avoid and mitigate identified adverse impacts.</p> <p>Where specific mitigation measures and strategic management actions are unable to address development impacts arising from Dartford on European protected sites, a partial or full review of the plan to be undertaken.</p>
			Forecasts indicate housing	Review and update the SA/SEA and

			delivery exceeding 17,300 homes.	<p>Habitats Regulation Assessment to assess potential impacts and, if necessary, identify any additional local and strategic avoidance and mitigation measures in liaison with partners.</p> <p>Work with partners to identify factors affecting species, habitat or environmental decline and the measures required to address it.</p>
5, 8	Quality of development not achieved in key transformational projects	<p>Growth results in disbenefits rather than regeneration benefits.</p> <p>Impacts on quality of life and choices available.</p>	<p>Design standards not met.</p> <p>Quality of outcomes not achieved.</p>	<p>Working in partnership with public and private sector to ensure quality of projects</p> <p>Working with private and public sector partners to encourage success of Ebbsfleet</p> <p>Prioritising and focusing funding streams to assist in the delivery of key transformation projects</p>

APPENDIX 1: DELIVERY TIMELINE

- 1.1 Policies within the Core Strategy seek to ensure development takes place in a balanced way and identify a number of issues that are critical in securing this:
- Delivery of jobs in tandem with or in advance of homes, in order to support sustainable travel patterns and balance economic growth with housing growth
 - Improving the capacity of the transport network to cope with growth
 - Phasing of required water supply and waste water treatment in line with the development trajectory
 - The provision of community facilities to serve the increased population
 - The expansion of green infrastructure to provide a multi-functional role in mitigating many of the impacts of growth
- 1.2 Figure 1 demonstrates the phasing relationship between the components of development identified in the Plan. The specific quantum of these components is shown in Figure 3.
- 1.3 Figure 2 identifies the indicative phasing of the key items of infrastructure necessary to support the proposed growth. This reflects the position as identified by partners at the stage that this document was being finalised. Demand forecasting was not finalised in all cases and liaison with the service providers will continue. The Council recognises that infrastructure requirements may change over time and will continue to engage with infrastructure providers and developers to keep requirements under review. Further details of infrastructure requirements are set out in Appendix 2.
- 1.4 Figure 4 shows Dartford's estimated housing trajectory based on what was considered achievable at the Plan preparation stage. Housing delivery will be monitored against this trajectory, taking into account the contingency housing delivery figure of 11,700 homes (2006-2026), as set out Table 5, Sustainable communities do not materialise¹⁹⁶.

¹⁹⁶ Housing Implementation Strategy, February 2011 and Dartford Housing Scenarios, February 2011

Figure 1 : Borough Wide Cumulative Development

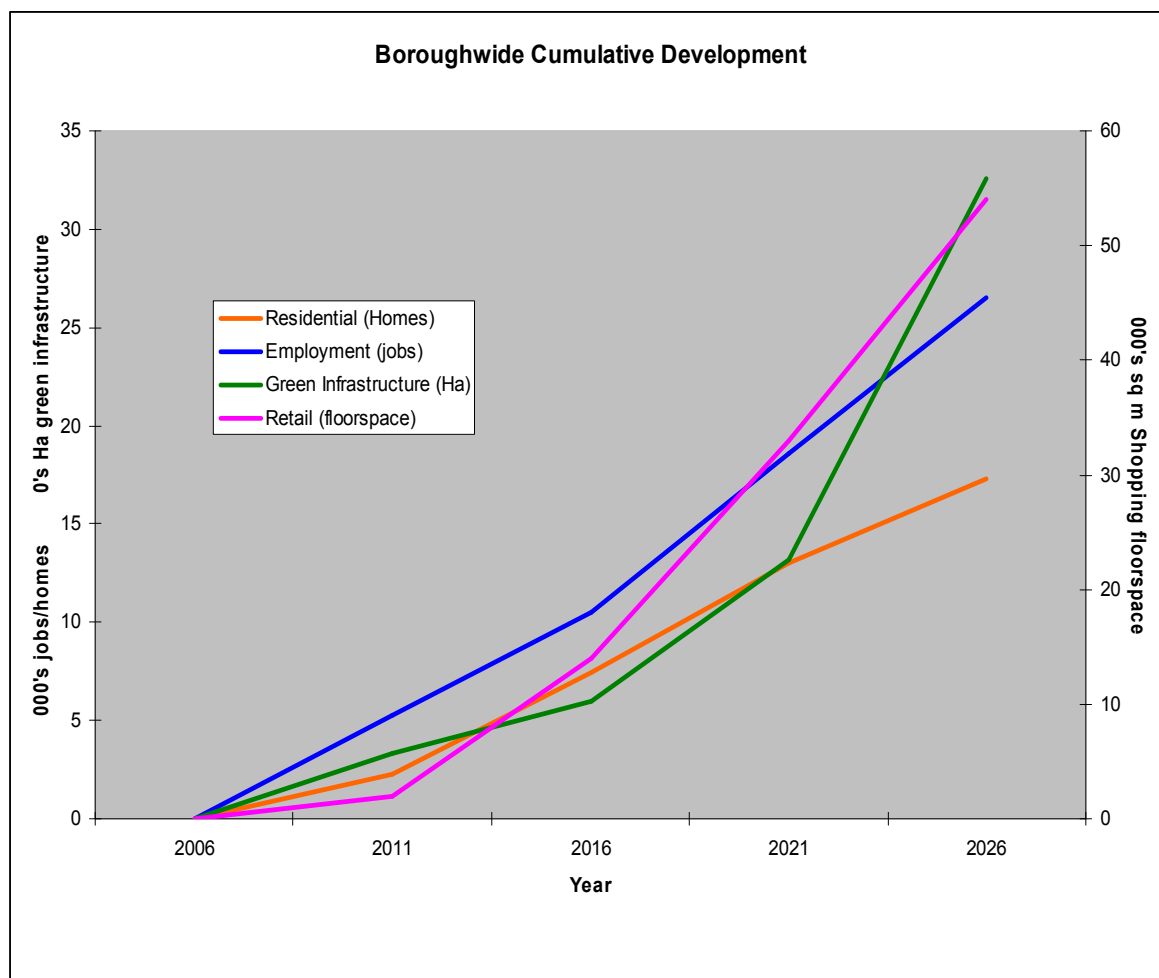


Figure 2 : Indicative Phasing of Strategic Infrastructure

Abbreviations

- CHP Combined Heat and Power plant
- EQ Eastern Quarry (includes Eastern Quarry 2 and Northfleet West Sub Station sites)
- FE Form entry
- NG Northern Gateway
- STIP Strategic Transport Infrastructure Programme
- Sw P Swanscombe Peninsula
- UTMC Urban transport and traffic management control
- Indicates that one facility is likely to be delivered in this phase

Infrastructure	2006 - 2011	2011 - 2016	2016 - 2021	2021 - 2026	Beyond 2026
Transport					
Bean Junction (STIP)				●	
A206/Marsh St Junction (STIP)			●		
A2 Demand Management (STIP)				●	
UTMC (STIP)				●	
DartfordTC improvements (STIP)			●		

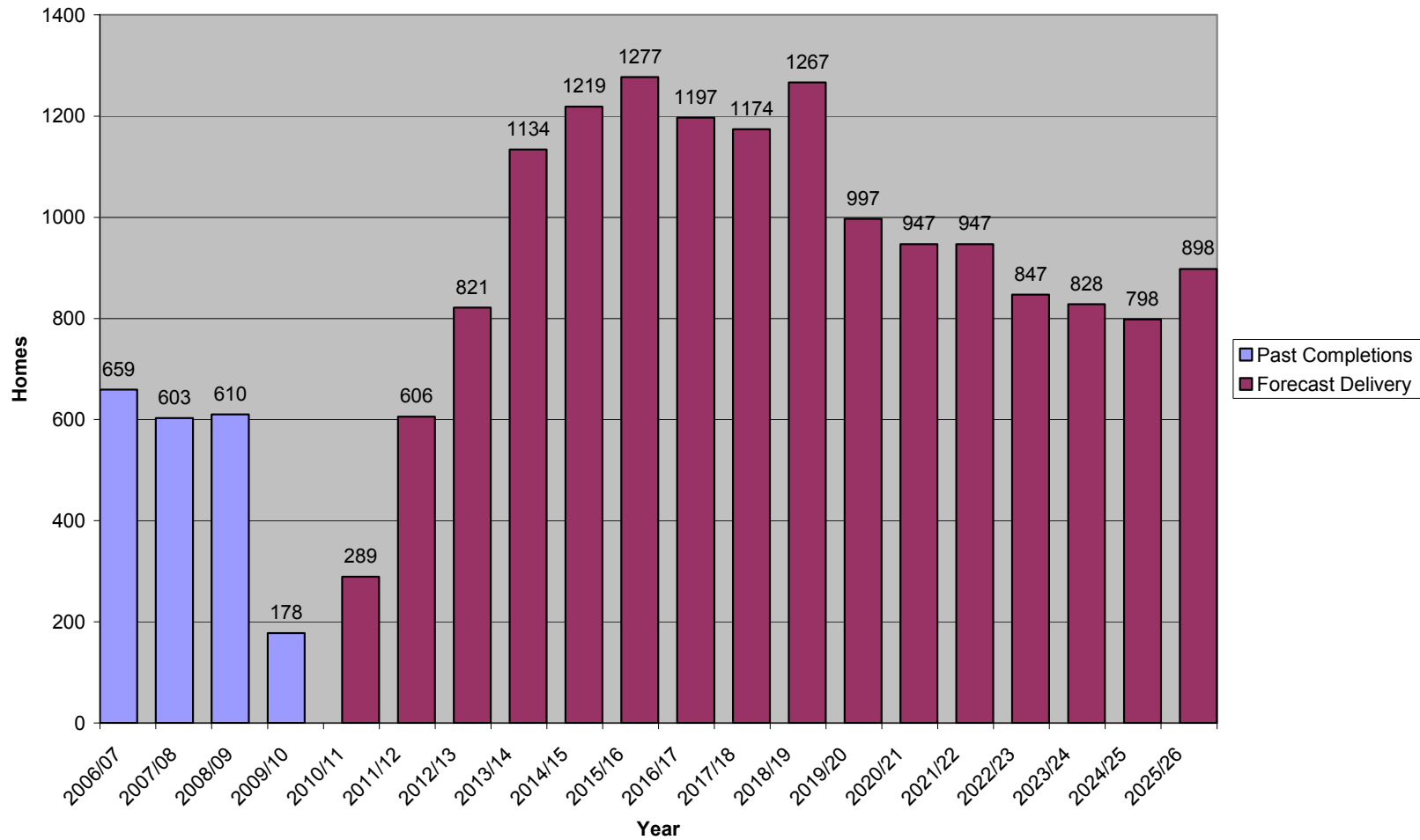
Ebbsfleet Junction STIP)					
A226/St Clements Way junction (STIP)					
A226 relief road					
Tunnel Approach - junction 1A					
M25 Jct 1b to 3					
A2/A282 improvements					
Channel Tunnel Rail Link (High Speed 1)					
Replacement of Dartford Station					
Fastrack - Routes A and B					
Fastrack - link Greenhithe to Ingress Park					
EQ - Fastrack Priority Corridor					
Fastrack Ingress Park secondary access					
Fastrack - NG - through route					
NG - direct link to DTC station					
Water and Drainage					
Long Reach Sewerage treatment plant upgrade					
Bean - water reservoir					
Southfleet Ring Main					
Energy					
Swanscombe Peninsula – CHP (subject to assessment)					
Education					
EQ - Secondary School					
EQ – 3 x 2 FE Primary Schools (1 post 2026)					
Ebbsfleet - 2 FE school					
NG - 2 FE school					
Stone - 2 FE school					
Sw. P – 2 FE school					
The Bridge - 2FE school					
North Kent college - new teaching and sports blocks					
Suscon Academy					
Community					
DTC- Health Care and Social Care "Hub"					
EQ - Health and Social Care, Life Long Learning Facility and community centres					
Ebbsfleet - library, health, social care facility and place of worship					
NG - meeting space, library access, Health hub or facilities					
Stone - Health centre					
Sw P - Health centre					
The Bridge - multi agency hub					
Burial Land					
Flood Protection					

Replacement flood gates					
Leisure					
Replacement swimming pool					
Princes Park stadium and pitches					
Stone Lodge - judo and bowls centres					
Central Park extension and improvements					

Figure 3 : Cumulative Growth of Development Components

Type	2006 -2011	2011 -2016	2016 -2021	2021 - 2026
Homes (nos)	Up to 2,300	Up to 7,400	Up to 13,000	Up to 17,300
Jobs (nos)	N/A	Up to 10,300	N/A	Up to 23,800
Retail (sq m)	N/A	Approx 14,000	N/A	Approx 47,800
Green (Ha) Infrastructure	Approx 33.4	Approx 60	Approx 133	Approx 327
Secondary Schools	N/A	N/A	N/A	1 x 6 FE
Primary Schools	1 X 2 FE	N/A	6 X2 FE	8X 2 FE
GP surgery's (each likely to be 4 – 6GPs)	1	3	6	7

Figure 4: Dartford Housing Trajectory



APPENDIX 2 : INFRASTRUCTURE DELIVERY PLAN

- 1.1 The Infrastructure Delivery Plan (IDP) below sets out the components of infrastructure required to support development proposed in this Plan. Information shown in the table is based upon partners' and service providers' strategic plans as at July 2010 or information provided by them, current section 106 agreements and planning conditions. The IDP identifies the main infrastructure components required through the section 106 agreements and conditions for Ebbsfleet and Eastern Quarry. Further details of all required components are shown in Ebbsfleet Valley Strategic Site Background paper July 2010.
- 1.2 The IDP will be regularly updated and will be used to measure the performance of the Core Strategy through the LDF Annual Monitoring Report. Given the significant levels of uncertainty in respect of public and private funding, it is anticipated that review of funding mechanisms and implementation will be necessary to ensure delivery as the plan period progresses. The outcomes of ongoing partnership working will be used to update the IDP.
- 1.3 This schedule will be treated as a 'live' document. The most up-to-date version will be available on the Planning Policy pages of www.dartford.gov.uk

Figure 1 : Infrastructure Delivery Plan

Abbreviations

DBC	Dartford Borough Council
DPD	Development Plan Document
DCLG	Department of Communities and Local Government
EA	Environment Agency
FE	Form Entry
HCA	Homes and Communities Agency
ITF	Integrated Transport Fund
KCC	Kent County Council
KTRPB	Kent Thameside Regeneration Partnership Board
PCT	NHS West Kent (formerly West Kent Primary Care Trust)
SEEDA	South East England Development Agency
STIP	Strategic Transport Infrastructure Programme
TW	Thames Water
UTMC	Urban Transport Management Control

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
Dartford Town Centre	Acacia Hall Complex	Leisure	Replacement swimming pool and sports facilities	Developer/private provider/DBC	Circa £25m	Pooled developer contributions and /or joint development agreement between Council and developer	Dependent on agreed masterplan for Acacia Hall Complex, release of Fairfield Pool site for re-development and identification of funding sources.	2016 - 2026
	Dartford station	Transport	Replacement of Dartford Station building	SEEDA, DBC and Network Rail	£7.07 m	HCA Thames Gateway programme, Network Rail – secured	None Identified	2011 - 2016
	Dartford Town	Green	Enhancement	DBC	£2.5m plus	Lottery Funding,	None Identified	2011 -

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
	Centre	Infrastructure	of Central Park. Project 1 - provision of new access gate, bridge, visitors centre and other facilities			HCA		2016
	Dartford Town Centre	Health and Social Care	1 integrated Health and Social Care or Social Care Centre	KCC and Primary Care Trust	Unknown	KCC/PCT and Developer Contributions	Partnership options still being explored. A suitable and available site is to be identified by the two delivery authorities.	2011 - 2016
	Dartford Town Centre	Transport	Package of Town centre transport improvements including traffic management scheme	Highways Agency/KCC	£10.1m	Pooled development contributions and public funding	Subject to mechanism for pooled developer contributions being finalised and public funding agreed. Phasing of scheme may be dependent on phasing of development in the vicinity.	2016 - 2021
Northern Gateway	Northern Gateway	Education	2 FE primary school	Developer/KCC	Approx £8.5m plus land	Developer Contributions/KCC and other public funding initiatives	Phasing dependent on need arising from new development and site availability in advance, to enable timely delivery	2016 - 2021
	Northern Gateway	Health	Primary health care facility	Developers, PCT	Approx £3m	Developer	Final identification of appropriate	2016 -

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
			either on or off-site. Possibly as part of community hub on site.	and third party providers	for dedicated facility	Contributions including land (if on-site)	location in north Dartford. Potential for co-location with other facilities to be explored.	2021
	Northern Gateway	Community	Community meeting space and library access point, possibly as part of community hub or off-site.	Developers/private provider/KCC	Circa £6m	Development Contributions plus land	Potential for co-location with other facilities to be explored. Review of capacity within existing local facilities for shared use or expansion to be explored with KCC and other providers	2011 - 2016
	Northern Gateway	Energy	On-site CHP facility with potential to provide heat and power to a wider network.	Developer and or private provider	Likely to be £5m plus	Potential private funding (public finance imitative, energy supply company) development contributions	Assessment of cost, feasibility and impacts required. Site will need to be confirmed and phasing identified.	2011 - 2021
	Northern Gateway	Transport	Provision of Fastrack route through the site	KTRP Board and developers	Unknown May involve some land take	Pooled development funding	Further consideration of route options required in context of masterplanning.	2016 - 2021
	Northern Gateway	Transport/ Green Infrastructure	Multi-functional Green Grid corridors alongside and across the River Darent and	Developers, DBC, Ground Work, Environment Agency, SEEDA/HCA and Kent Wildlife Trust	£15m plus land at riverside sites	Site specific and pooled developer contributions together with private/public funding as	Delivery will, in part, be dependent upon sites coming forward.	2011 - beyond 2026

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
			through the area connecting to Dartford town centre and to the wider Green Grid. This will include new pedestrian/cycle bridges			available from HCA etc. £850k secured for eastern Dartford Creek project - HCA		
	Northern Gateway	Green Infrastructure /Leisure	1 local park and public area at Mill Pond together with additional network of public open spaces	Developers	Approximately £2.4m for local park. Other open space unknown	Developer Contributions plus land	Will be identified and provided on a site by site basis. Local park likely to be located at NG east site	2011 - beyond 2026
	Northern Gateway	Transport	Direct connection from Northern Gateway to Dartford Station	Developers	£2m plus	Developer Contributions	Dependent on development at the Mill pond	2016 - 2021
	Northern Gateway	Water and drainage	Potential new waste water spur pipe from development site to Long Reach water treatment works	Thames Water/Developers	Unknown	Thames Water/ Pooled development contributions	Further consideration of requirement, feasibility, funding arrangements and delivery mechanism required in liaison with developers	2011 - 2021
Ebbsfleet to Stone	Stone	Green Infrastructure	Publicly accessible ecology area on land to east of	Kent Wildlife Trust/Lafarge, Land Restoration Trust	circa £0.5m	Not Identified	Public and private funding sources to be identified	2011 - 2016

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
			Stone Lodge					
	Stone	Leisure	Recreation Ground Improvements	Stone Parish Council	Unknown	Developer Contributions/Stone Parish Council	Dependent on securing developer contribution on adjacent site	2011 - 2016
	Stone	Education	2 FE Primary School	Developer/ KCC	Approximately £8.5m plus land	Developer Contributions/KCC	Phasing dependent on need arising from new development and identification of site	2016 - 2026
	Stone	Health	4 GP Surgery	PCT/developer/third party provider	Approx £3m plus land	Developer contributions/PCT/third party provider	Phasing dependent on site coming forward for development	2016 - 2021
	Stone	Community	Pavilion Project - enhanced community facility to provide new Council offices, additional community space and sports changing rooms	Stone Parish Council	£0.95m	Stone Parish Council and £0.1m secured through planning obligations at a nearby site. Potential for further S106 contribution from adjacent development.	Project underway	2011 - 2016
	Stone	Green Infrastructure	Community greenspace and a potential community building on land at Cotton Lane north	Stone Parish Council	Unknown	Stone Parish Council and other funding sources to be identified	Further assessment of feasibility and scheme options to be progressed.	2011 - 2021
	Bean	Transport	Strategic junction	Highways Agency/KCC	£48.5m	Pooled development	Subject to mechanism for	2016-2021

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
			improvements including new bridge			contributions and public funding	pooled developer contributions being finalised and public funding agreed. Phasing of scheme may be dependent on phasing of development in the vicinity. Scope of project may change subject to further transport modelling.	
	Greenhithe/Stone	Transport	A226 London Road/St Clements Way Junction – underpass	Highways Agency/Kent County Council	£7.5m	Package of pooled development contributions and public funding	Subject to mechanism for pooled developer contributions being finalised and public funding agreed. Phasing of scheme may be dependent on phasing of development in the vicinity. Scope of project may change subject to further transport modelling.	2021 - 2026
Ebbsfleet Valley	Eastern Quarry	Transport	Fastrack Priority Corridor and initial revenue costs (eventual self-funding)	Developers and landowners at Ebbsfleet Valley, KTRPB	Unknown plus land	Developer/ landowner	To be developed in four stages and set by development triggers- between 300 and 1500 dwellings for interim service and full east -west route by	2016 – 2026 and beyond

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
							5,500 dwellings.	
	Eastern Quarry	Transport	Conventional bus service and ancillary infrastructure	Private bus operator/KCC	Unknown	Developer/landowner	To be provided at early stage of development (from 50 units) to provide connections to off-site facilities such as Ebbsfleet. Some to be superseded by Fastrack services at a later stage.	2011 - 2016
	Eastern Quarry	Transport	Network of footpaths and cycling routes with connections to off-site network	Developer	Unknown plus land	Developer as part of overall scheme	Phasing dependent on development of site. Connections to local facilities to be provided in advance of occupation	2011 - beyond 2026
	Eastern Quarry	Transport	Spine roads and link roads to existing highways off-site	Developer	Unknown	Developer as part of overall scheme	Link road connections to the north and west to be made from 3,600 homes onwards	2021 - beyond 2026
	Eastern Quarry	Green Infrastructure	1 Urban Park, 3 local parks and ancillary neighbourhood and local play spaces; playing fields and pitches; and allotments	Developer	Unknown	Developer as part of overall scheme	Phasing dependent on development of site. Second and further phases are dependent upon further land formation and with a dwelling number trigger condition.	2016 - beyond 2026
	Eastern Quarry	Education	3 2FE primary	Developer/KCC	Unknown plus	Developer	Trigger points have	2016 -

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
			and 1 6FE secondary School		land	contributions/KCC	been set dependent on phasing of residential build but are subject to review by KCC and developer	beyond 2026
	Eastern Quarry	Community	2 community centres as part of local centres	Developer	Unknown	Developer Contribution	Phasing dependent on timing of local centre delivery	2016 - beyond 2026
	Eastern Quarry	Community	Job Centre	Job Centre Plus	Unknown	Developer Contribution and Job Centre Plus	Space to be made available by developer. Phasing will be dependent on timing of development	2021 - 2026
	Eastern Quarry	Community	Health and Social Care Centre. May be part of community hub	PCT/KCC/ Developer/ 3rd party provider	Unknown	Developer to procure	Type and scale of facilities to be agreed at a later stage with PCT, KCC and Developer. Phasing will be dependent on timing of development.	2016 - beyond 2026
	Eastern Quarry	Community/ Education	Hub Facility - Life Long Learning centre to include library, adult education.	KCC/Developer	Unknown plus land	Developer Contribution	Dependent on phasing of neighbourhood centre. Possibly co-located with other community/health services	2021 - 2026
	Eastern Quarry and Ebbsfleet	Energy	On or off-site CHP, possibly	Developer and/or 3rd party private	£5m plus (based on	Developer/Energy Supplier	Whilst the current planning consent for	2016 - 2026

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
			shared with Ebbsfleet	provider	other schemes)		the site does not require CHP provision it is likely that there will be a long term need to access CHP to meet the requirements of Code for Sustainable Homes Level 5/6 ¹⁹⁷ . Potential provision at Swanscombe Peninsula. Dependency on release of site.	
	Eastern Quarry and Ebbsfleet	Water and drainage	Completion of Southfleet main ring (part complete) to include new water main pipe to be installed across site to connect with existing main water. Potential upgrade of nearby pumping station. Connections to waste water	Ebbsfleet water and waste management company, private provider(s)	Unknown	Selected private providers Asset Management Plan process / and Developer	Water provision agreement is being progressed with potential providers. Some construction may be delayed due to land conditions following dewatering at the site. Waste water network requirements will be dependent upon which private provider is selected.	2016 - 2021

¹⁹⁷ See Policy CS 5

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
			network					
	Ebbsfleet	Transport	Pedestrian link between Ebbsfleet and the North Kent Line stations	DBC, Gravesham BC, KCC, Rail Operators, Developer, Landowners	£8.5m estimate for Northfleet to Thames Way section but further costs to be assessed	Funding sources to be explored. Possible mix - rail operators, developer/ landowners, KCC and other	Dartford and Gravesham BCs to explore options with other delivery agencies. Interim improved accessibility measure may be implemented in the short term through Integrated Transport funding.	2016 - 2021
	Ebbsfleet	Green Infrastructure	1 neighbourhood and several local parks and play areas	Developer	Unknown	Developer	Trigger set against number of homes completed. Dependent on development phasing.	2021 - beyond 2026
	Ebbsfleet	Community	Library	Developer	Unknown	Developer	Trigger set against number of homes completed. Dependent on development phasing.	2016 - beyond 2026
	Ebbsfleet	Community	Place of worship	3 rd party provider/ developer	Unknown	Developer/private provider	Trigger set against number of homes completed. Dependent on development phasing	2011- 2016
	Ebbsfleet	Transport	Strategic junction improvement at	Highways Agency/KCC	£29.8m	Pooled development contributions and	Subject to mechanism for pooled developer	2021 - beyond 2026

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
			interchange with Ebbsfleet and A2			public funding	contributions being finalised and public funding agreed. Phasing of scheme may be dependent on phasing of development in the vicinity. Scope of project may change subject to further transport modelling.	
	Ebbsfleet	Community	GP and social care facility/ies	Developer/KCC/PCT/3rd party provider	Unknown	Developer	Trigger set against number of homes completed. Dependent on development phasing.	2016 - beyond 2026
	Ebbsfleet	Communications	Fibre optic technology infrastructure	Private Provider	Unknown	Private Provider	None Identified	2011 - 2016
	Ebbsfleet	Education	2 FE Primary School plus multi agency space	KCC/developer	Approximately £8.5m plus land	Developer Contributions/KCC	Trigger set against number of homes completed. Dependent on development phasing.	2016 - 2021
	Northfleet West Sub Station	Green Infrastructure	1 Local park and ancillary neighbourhood and local play spaces, playing fields and facilities, and allotments	Developer	Up to £2.4m for open spaces	Developer	To be incorporated into scheme design – negotiations on final quantity and phasing ongoing	2016 - 2026

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
	Northfleet West Substation	Water and drainage	Formation of balancing ponds and surface water drainage	Developer	up to approx £2.8m	Developer Contributions	To be identified through scheme design	2016 - 2021
	Northfleet West Substation	Energy	Part funding of new primary sub-station, secondary sub-stations, distribution cabling and gas connection and distribution	Developer	Up to £2m	Developer	Will be required early on in development of site	2016 - 2021
	Northfleet West Substation	Community	Village Hall/Community Centre	Developer	£350,000	Developer	Phasing dependent on timing of development	2016 - 2026
	Northfleet West Substation	Education	2 FE Primary School and multi-agency space	Developer/KCC	Approx £8.5m plus land	Development Contributions	Phasing dependent on timing of development	2016 - 2026
Thames Riverside	Dartford Marshes	Green Infrastructure/ Water & drainage	Enhanced environmental management and potential compensatory freshwater habitats as part of EA's TE 2100 project	EA and "Managing the Marshes" steering group	Project 1 £80,000. Rest of project unknown	SITA Trust (Landfill Communities Fund) secured. Other funding sources to be explored.	Compensatory freshwater habitat requirement to be determined as part of further development of Thames Estuary 2100 project.	2011 - beyond 2026
	Greenhithe	Transport	Provision of Fastrack link from Greenhithe	KCC and developer	£4.5m plus	Developer	None identified. In progress	2006 - 2011

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
			station through Ingress Park, including provision of bus shelters and stops					
	Ingress Park	Transport	Provision of a secondary means of access "Gun Barrel route" to the east of Ingress Park incorporating a Fastrack route	Developer	Approx £2.5m	Developer contribution	Phasing is required to be completed within four years of the occupation of first unit on Parklands East	2011 - 2016
	Swanscombe Peninsula	Green Infrastructure	New urban park and parkland	Developer	Unknown	Developer contribution, public funding	None Identified	2016 - 2026
	Swanscombe Peninsula	Transport	Provision of A226 relief road	Kent County Council and Developers	£24.5m plus	Developer contributions and other funding sources to be identified	Dependent on development coming forward. Will require further feasibility assessment, costing and agreement of funding/routing on Gravesham side with Gravesham Borough Council.	2021 - 2026
	Swanscombe Peninsula	Health	Primary healthcare facility	Developer/ PCT/3rd party provider	Approx £2m	Developer Contributions	Dependent on development coming forward	2021 - 2026
	Swanscombe Peninsula	Education	2 FE Primary School and	Developer/ KCC	Approx £8.5m plus land	Development Contributions and	To be kept under review. Dependent	2021 - 2026

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
			multi-agency facility			KCC	upon rate of growth and pupil product in the area and the capacity of local schools to accommodate need. Location of school to be identified as part of masterplanning of site	
	Swanscombe Peninsula	Energy	Combined Heat and Power plant	Developer/Energy Provider	Likely to be £5m plus and land	Private funding, development contributions and some potential public funding.	Dependent on site being made available and private sponsor taking scheme forward.	2021 - 2026
	Thames Waterfront	Transport	New sections of riverside path linking with the long-distance footpath. Project 1 - in progress	Developers/ DBC	Costs for each area/site unknown. Project 1 £1.5m plus land	Developer contributions, Project 1 - £200,000 Sustrans, DBC and Bexley Council	Dependent on riverside sites becoming available for re-development.	2011 - beyond 2026
	The Bridge	Education	Suscon Academy	SEEDA, and other tertiary education and employer partners	£4.9m	European Social Fund and SEEDA	Purpose built accommodation is under construction	2011 - 2016
	The Bridge	Social Care/Community	Community Resource Centre and multi-agency care space	KCC /developer	£10.5m (inclusive of Primary school)	Developer contribution and KCC	Completed	2011 - 2021

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
	The Bridge	Education	2 FE Primary School	KCC /Developer	£10.5m (inclusive of multi-agency community hub)	Developer contribution and KCC	1FE Completed. 2nd FE to be developed later and will be dependent on demand generated by further development	2011 - 2016
	Dartford Town Centre	Emergency Services	Public neighbourhood police base at Civic Centre	Kent Police	£75,000	DBC and Kent Police	Scheme agreed and project underway	2011 - 2016
Other/ Borough-wide	Borough wide	Education	Provision of job shop(s)	Developer and Employ Kent Thameside	up to £500,000 per job shop	Developer Contributions plus land	Job Shop already established at The Bridge. Proposed programme involves moving Job Shop to other large sites when they commence construction. Dependent on phasing of development.	2011 - beyond 2026
	Princes Park Stadium area	Leisure	Mini soccer pitches	DBC	£165,000	Football Foundation, KCC, DBC	None Identified	2011 - 2016
	Darent Valley Corridor	Transport/ Green Infrastructure	Improvements to Darent valley footpath. cycle/pedestrian routes	DBC, Developers	Approx £3.5m	Sustrans, HCA, KCC, Lottery funding, developers	Phase 1 underway. Part funding for further phases is secured but further funding being explored. Some sections will be provided within new	2011 - 2021

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
							developments. Phasing dependent on timing of development	
	Borough wide	Transport	A2 demand management	Highways Agency/KCC	£30.7m (includes measures in Gravesham	Pooled development contributions and public funding	Subject to mechanism for pooled developer contributions being finalised and public funding agreed.	2011 - 2026
	Borough wide	Transport	A206/Marsh Street - replacement of roundabout with signal controlled junction	Highways Agency/KCC	£3.0m	Pooled development contributions and public funding	Subject to mechanism for pooled developer contributions being finalised and public funding agreed. Scope of project may change subject to further transport modelling.	2016 - 2021
	Borough wide	Transport	UTMC - intelligent traffic management systems improvements identified through Kent Thameside Transport programme	Highways Agency/KCC	£7m plus	Pooled development contributions and public funding	Subject to mechanism for pooled developer contributions being finalised and public funding agreed.	2011 - 2026

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
	Borough wide	Transport	Local UTMC identified through the Local Transport Plan	KCC	£500,000 plus	Integrated Transport Fund	Phase 1 schemes identified but yet to be approved. Identification of schemes in further phases of the Local Transport Plan	2011-2021
	Dartford Station	Transport	Lengthening of platforms to accommodate 12 car operation via all London bound lines	Network Rail	Unknown	Network Rail Periodic Review 2008	Option approved but detailed design required	2011 - 2016
	Dartford Town Centre Environs	Transport	Princes Road Cycle Route (Mid phase)	KCC	£170,000	Integrated Transport Fund	Requires final County Council approval and subject to ITF availability	2011 - 2016
	The Dartford Crossing	Transport	Junction 1A improvements	Highways Agency	Unknown	Highways Agency and developer contributions	Option assessment to be carried out in Autumn 2010	2016 - 2021
	Borough - wide	Community	Burial Land	DBC	Unknown	DBC	Review of capacity forecasts and identification of land through a later DPD	2021 - beyond 2026
	Mabledon (potential location)	Community	Crematorium	Private Provider	Unknown	Private Funding	HCA disposal of the site and obtaining planning consent	2011 - 2016
	Wilmington	Education	Two new teaching buildings with sports facilities	North Kent College	£79m	Learning and Skills Council	Under construction.	2006-2011

Strategic Area/ Site	Where	What	Specific Requirements	Delivery Agencies/ Organisation	Cost	Funding Sources	Delivery Issues/Comments	When
	Dartford Creek Barrier	Flood Protection	Replacement flood gates	Environment Agency	£ 8.4m	Environment Agency	None Identified	2011 - 2016
	Bean	Water and drainage	Water reservoir	Thames Water	Unknown plus land	Funding identified in TW's Asset Management Plan 2010 -15	To be programmed in phase with developers construction programme at Ebbsfleet Valley	2016 - 2021
	Long Reach Sewage Treatment Works	Water and drainage	Improvements to treatment standards and sewerage treatment capacity	Thames Water	£38m plus	Thames Water	None Identified	2011 - 2016
	Borough wide	Water and drainage	New link main from Wilmington pumping station to Southfleet area	Thames Water	Unknown	Funding identified in TW Asset Management Plan 2010 -15	Will be provided as part of provision of reservoir at Darenth to ensure increased supply	2016 - 2021
	Borough-wide	Waste	Household Waste Recycling Centre	KCC	Unknown	KCC	Identification of site	2016 - 2021

APPENDIX 3 : MONITORING FRAMEWORK

- 1.1 The Core Strategy will be monitored to measure progress against the plan's objectives and targets and to assess the impact of Plan policies. The framework is linked to monitoring requirements arising from the Sustainability Appraisal and monitoring the significant effects arising from the implementation of planning policies.
- 1.2 Monitoring results will be published in the Council's LDF Annual Monitoring Report (AMR). Where progress has been slow or the implementation of policies have not resulted in anticipated outcomes, the AMR will propose actions to deal with the issues identified. In addition to the indicators in the monitoring framework below (Figure 1), qualitative data will be used to provide a fuller understanding of progress being made in implementing Core Strategy objectives.
- 1.3 Assessment of the performance of the plan will also focus on the implementation of the Infrastructure Delivery Plan. This will identify progress on the provision of infrastructure and its relationship with planned development. See Appendix 2 Infrastructure Delivery Plan. Where an imbalance is identified, appropriate actions will be considered. These are outlined in Core Strategy Table 5, Triggers and Management Action.
- 1.4 The monitoring framework contains a range of recent data. The 'Baseline' year varies according to the source of available information with the date and source indicated in the table and in the footnotes. This data provides a comparison for the assessment of future performance and outcomes.
- 1.5 The monitoring indicators identified are a mix of relevant indicators drawn from a number of sources:
 - National Indicators from the national data set that are monitored by the Local Authority and partners
 - Core Output indicators identified in planning guidance on AMRs
 - Significant Effects Indicators identified in the Sustainability Appraisal of the Core Strategy
 - Local indicators identified to assess performance in realising the vision and objectives of the Core Strategy, and effectiveness of the plan's policies
- 1.6 The Council will work with its partners, as appropriate, in the monitoring and review of the plan through the sharing of monitoring indicators.

Figure 2 : Monitoring Framework

Abbreviations

(C) Identified as Core Output Indicator in Regional Spatial Strategy and Local Development Framework Core Output Indicators – Update 2/2008. DCLG July 2008

(NI) National Indicator from National Indicator set

(SA) Recommended indicator in the Core Strategy Sustainability Assessment

Baseline Sources

- (1) The Hub – information for local government (web site)
- (2) Dartford's Annual Monitoring Report 2008 to 2009
- (3) Dartford's Annual Monitoring Report 2007 to 2008
- (4) Economy and Employment Technical Paper, Dartford Borough Council, 2010
- (5) Census 2001
- (6) Open Space Technical Paper 2010
- (7) Dartford Borough Council data
- (8) Kent County Council Health Centre Indicators (Dartford) 2007
- (9) Natural England 2007 – Sites of Special Scientific Interest and National Nature Reserves
- (10) Kent Thameside development of the Transport Strategy Technical Summary - Jacobs 2008
- (11) Climate Change Impacts – Looking Ahead to the SE – A guide from SE Climate Change Partnership 2002
- (12) Dartford Strategic Housing Market Assessment May 2010

Core Strategy Objective	Policy	Baseline measurement (where known) ¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
Integrated community, living	CS17: Design of		Adopted Development Management DPD to	Adopted SPDs to give clearer guidance in	1.Number and proportion of homes reaching each level of

¹⁹⁸ The measurements shown provide the most recent available data in respect of each objective/policy. The publication date and source are indicated for each measurement.

Core Strategy Objective	Policy	Baseline measurement (where known)¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
in attractive and safe neighbourhoods	homes		cover design quality issues	specific areas of design quality	the Building for Life criteria (C) (SA) 2. Average density of approved residential development in; Green Belt and rural villages; Dartford town centre, major sites which integrate with Fastrack Thames riverside; and other urban areas
	CS18: Housing Mix	35,992 householders 2001 (1) 82% houses 18% flats and maisonettes 2001 (1)	Not more than 30% of borough's housing stock is flats 70% of new homes provided to be houses with two or more bedrooms and 5% to be houses with 4 or more bedrooms at sites providing more than 100 units and outside of identified locations	Not more than 30% of borough's housing stock is flats 70% of new homes provided to be houses with two or more bedrooms and 5% to be houses with 4 or more bedrooms at sites providing more than 100 units and outside of identified locations	3. Proportion of total housing stock that is flatted development 4. Proportion of homes built that are flats/houses and by bedroom size – approved and delivered 5. Number and % of Lifetime homes and specialist accommodation for older people approved and provided
	CS19: Affordable Housing	16% Social rented 9% Private rented 75% Owner occupied 2001 (1)	Schemes above thresholds shown in Core Strategy to deliver 30% (urban) and 50% (rural) residential units as affordable homes Between 50 and 80% of affordable housing to be provided as	Schemes above thresholds shown in Core Strategy to deliver 30% (urban) and 50% (rural) residential units as affordable homes Between 50 and 80% of affordable housing to be provided as	6. Number of affordable homes provided (C) (SA) (NI 155) 7. Proportion of total housing delivery at sites above threshold that is affordable – approved and provided 8. Proportion of affordable

Core Strategy Objective	Policy	Baseline measurement (where known)¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
			<p>intermediate tenure</p> <p>Units provided as shared ownership homes require 25 to 50% levels of ownership at initial occupation</p> <p>At least 20% of affordable housing provided is three or more bedroomed social rented housing</p> <p>Adoption of affordable housing SPD</p>	<p>intermediate tenure</p> <p>Units provided as shared ownership homes offer 25 to 50% levels of ownership at initial occupation</p>	<p>homes provided within each tenure type and bedroom size and range of entry ownership levels made available to shared ownership tenure residents</p>
	CS20: Gypsies and Travellers	53 pitches 2006 (1)	Currently working to former SE Plan proposed target – 22 pitches. To be considered further.	To be considered further.	9. Net additional gypsy, travellers and travelling showpeople pitches provided (C)
	CS21: Community Services	Indicator 11: 75% 2008/9 (1)	<p>90% of residential development within 30 minutes walking or public transport time to key facilities</p> <p>Infrastructure Delivery Plan - projects to be delivered by 2016 – underway or provided</p>	<p>90% of residential development within 30 minutes walking or public transport time to key facilities</p> <p>Infrastructure Delivery Plan - identified projects underway or provided</p>	<p>10. Amount and type of new community infrastructure provided in the borough and at strategic sites (SA)</p> <p>11. Amount of new residential development within 30 minutes walking or public transport time to key facilities including employment areas (NI 175) (SA)</p> <p>12. Infrastructure delivery</p>

Core Strategy Objective	Policy	Baseline measurement (where known) ¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
					performance against development milestones and Infrastructure Delivery Plan (SA)
	Linked policies: CS 3, 4, 5, 6, 14, 21	Ratio of lower quartile house price to lower quartile earnings 7.21 2006 (12) 3532 registrations on the Common Waiting List 2008 (7) 809 reported crime incidents 2006 (8)			House prices compared to earnings (SA) Number of Dartford registrations on Common Housing Register (Bands A and B) (SA) Self reporting of people's overall health and wellbeing (NI 119) (SA) Levels of notable offences/types of crime (SA)
Focusing new residential and mixed use development in 3 priority areas Dartford Town Centre Ebbsfleet to Stone Thames Waterfront	CS1: Spatial Pattern of Development				13. Number of planning permissions, homes, floorspace approved and completed for housing, retail, office, leisure, and other types of development in each of the three priority areas and; identified strategic allocations (SA) 14. Amount and type of development outside these areas
	CS3: Northern		Development underway at some Northern		15. Delivery performance against development

Core Strategy Objective	Policy	Baseline measurement (where known)¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
	Gateway Strategic Site, CS4: Ebbsfleet to Stone Corridor Priority Area and CS5: Ebbsfleet Valley Strategic Site		Gateway and three Ebbsfleet Valley sites Provision of quantum and range of development forecast in development milestones as set out in the plan	Provision of quantum and range of development forecast in development milestones as set out in the plan	milestones
	CS10: Housing Provision and CS11: Housing Delivery	Indicator 18. 83% 2008/09 (2)	Up to 7,400 homes delivered in the borough	Up to 17,300 homes delivered in the borough 80% of residential development is on previously developed land or land that has been degraded or despoiled through quarrying	16. Net additional dwellings (CI) (NI 154) 17. Net additional dwellings – in future years (C) (NI 159) 18. Net number of homes permitted and developed outside of priority areas 19. New dwellings on previously developed land (C) (SA)
	CS12: Network of Centres		Provision of approximately 5,000 sq m shopping floorspace at Bluewater and 9,000 sq m at Dartford Town Centre	Provision of 9,800 sq m of shopping floorspace at Ebbsfleet and 9,000 sq m at Eastern Quarry	20. Comparison of positioning and “health” data for Town centre and other local centres 21. Comparison, convenience shopping and leisure floorspace provided by location 22. Total amount of

Core Strategy Objective	Policy	Baseline measurement (where known) ¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
					floorspace for town centre uses (C)
	Linked policies: CS 2, 6				Linked Indicators:10,12, NI 170 Previously developed land vacant for more than 5 years Complaints to Council regarding construction issues (SA)
Economic change providing a wide range of job opportunities for local residents	CS7: Employment land and jobs	51,600 jobs 36% distribution, hotels, 21% public admin, education and health, 15% banking and finance,8% manufacturing – 2006 (4)	10,300 new jobs provided	26,500 new jobs provided 750,000 sq m of new employment floorspace	23. Net number of new jobs provided by employment sector (SA) 24. Proportion of economically active people in employment (NI 151) (SA) 25. Total amount of additional floorspace – by type (C)
	CS 8: Economic change	41% of jobs in the borough filled by residents 2001 (5) Indicator 23: 66% 2006 (5) 25: 25,000 sq m net office floorspace provided 51,000 sq m Net factory			26. Net employment floorspace provided/lost at existing employment sites and on previously developed land by type (C) (SA) 27. Employment land available – by type (C) 28. Vacancy rates at existing employment estates 29 .New business

Core Strategy Objective	Policy	Baseline measurement (where known) ¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
		floorspace lost 18,000 sq m net warehouse floorspace provided 2001 – 2008 (4)			registration rate NI 171 30. Proportion of economically active residents who work in the Borough
	CS9: Skills and Training	Indicator 30: 22% level2 21% level 3 and 4 2001 (5)			31. Qualification levels of borough residents (NI 163,164) 32. Skills training provided as part of development
	Linked policies: CS 1,3,4,5,6 and 12	1.8% unemployment rate 2006 (4)			Linked Indicator: 22 NI 152 People dependent on benefits (SA) Unemployment rates (SA)
A vibrant town centre	CS2: Dartford Town Centre	Retail floor space Convenience 15.862 sq m Comparison 70,857 sq m 2007 (8)	Lowfield Street, and Station Mound schemes underway Dartford Town Centre SPD produced	Lowfield St, Station Mound, Hythe St and Kent Rd schemes completed Improvement in proportion trade draw from immediate market catchment area. Up to 24,000 sq m net shopping floorspace provided in Dartford Town Centre	33. Basket of town centre health indicators 34. Proportion trade draw in market catchment area 35. No of units in A1 use% of retail units vacant

Core Strategy Objective	Policy	Baseline measurement (where known) ¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
					Linked indicators: 20,21 and 22
An accessible Thames Waterfront	CS6: Thames Waterfront		Thames riverside foot and cycle path extended as part of new development New riverside facilities provided such as pubs, restaurants and boating facilities	Thames riverside foot and cycle path extended as part of new development New riverside facilities provided such as pubs, restaurants and boating facilities	36. Net amount of footpath and cyclepaths created along the Thames
					Linked indicators: 13,46

Core Strategy Objective	Policy	Baseline measurement (where known) ¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
A green borough with a widespread network of landscaped paths, cycle routes and open spaces	CS14: Green Space	1700 ha of existing open space (1350 ha publicly accessible) (6) 4 SSSIs 3 favourable 1 unfavourable condition 2007 (9)	Up to 60 ha of new or improved green spaces provided in the borough All approved sites over 20ha providing at least 30% of site area and sites between 2ha and 20ha to providing 20% of site area as green space	Up to 327ha of new or improved green spaces provided in the borough Retention of priority habitats and species Improved condition of identified areas of ecological value Provision of enhanced and extended Green Grid network as per Diagram 8 Green Spaces and Green Grid (Main Links). All approved sites over 20ha providing at least 30% of site area and sites between 2ha and 20ha providing 20% of site area as green space Existing open spaces, areas of conservation value or woodlands protected and enhanced.	37. Net amount of new public open space and green links committed and provided 38. Delivery against green infrastructure milestones 39. Changes in and increase of areas and populations of biodiversity importance (C) NI 197 (SA) 40. Condition of designated areas of environmental value (SA) 41. Proportion of all residential development land commitments to be provided as green space 42. Overall change in area of existing green space, areas of conservation value or woodland lost to development (C) (SA) 43. Proportion of new homes within 200m of direct access to open space (SA)
Green Belt ,	CS13: Green Belt	Indicator 39: Nil 2008/09 (2)	Nil inappropriate development (in	Nil inappropriate development (in	44. Number and footprint of inappropriate developments

Core Strategy Objective	Policy	Baseline measurement (where known) ¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
village character and countryside protected and enhanced	and CS12: Network of Shopping Centres		accordance with PPG2) in the Green Belt receiving planning approval Longfield: Number of units in A1 use maintained and no increase in level of vacancies All residential development in the Green Belt and villages is built broadly at below 40 dwellings per ha	accordance with PPG2) in the Green Belt receiving planning approval Longfield: Number of units in A1 use maintained and no increase in level of vacancies All residential development in the Green Belt and villages is built broadly at below 40 dwellings per ha	in the Green Belt 45. Proportion of development on agricultural land grades. (SA) 46. Progress of planning and implementation of countryside enhancement projects as per Policy CS 13
					Linked indicators: 2, 40
Opportunities to participate in first class cultural, leisure, sport and recreation activities 3 priority areas plus Stone Lodge and Swanscombe Peninsula	CS22: Sports, Recreation and Culture Facilities			Sport and recreation nucleus of excellence created at Stone Lodge Fairfield Pool replacement constructed.	47. Provision of cultural, leisure, sport and recreation facilities and new floorspace provided in the borough and at identified areas and sites
	Linked Policies: CS2,4,6				Linked Indicator: 13 NI 8 Adult participation in sport (SA)
A realistic choice	CS15:	80% of	Ingress Park Fastrack	Northern Gateway,	48. Modes of travel to work

Core Strategy Objective	Policy	Baseline measurement (where known) ¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
of travel options public transport able to cater for most local journeys as well as providing access to Central London, Kent and Europe Well developed local walking and cycling network	Managing Transport Demand	households owned one or more car or van 2001 (5) 62.4% of journeys to work by car 2001 (5) 19% of Fastrack passengers surveyed said that they would have previously used a car (10)	route implemented? Modal Shift underway – proportion of residents using public transport increases and car trips decrease Enhanced network of public footpaths and cycle paths across borough and within strategic sites implemented. All qualifying developments provide and implement a travel plan Adopted Car Parking SPD	Ebbsfleet to Stone (partial) Fastrack route implemented Modal Shift underway – proportion of residents using public transport increases and car trips decrease Enhanced network of public footpaths and cycle paths across borough and within strategic sites	used by Dartford residents (SA) 49. Fastrack and other public transport passenger usage 50. Length of new Fastrack routes provided and approved 51. Net amount of new footpaths and cycling routes provided 52. Number of cars per household (SA)
	CS16: Transport Investment		Strategic Transport Infrastructure Programme agreed by partners and SPD adopted	implemented All qualifying developments provide and implement a travel plan	53. Progress in planning and implementation milestones for individual strategic transport infrastructure schemes, amount of public funding and development contributions received and expenditure on the programme

Core Strategy Objective	Policy	Baseline measurement (where known) ¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
A sustainable borough energy and water efficient buildings widespread use of renewable energy and well-adapted to climate change	CS23: Minimising Carbon Emissions	Indicator 48: 210 Kt CO2 2006(2)	Reduction in 2009 levels of domestic CO2 emissions per capita All residential developments above 100 units achieve at least Code level 4 energy category of Code for Sustainable Homes Non- residential development over 1,000 sq m gross achieve BREEAM excellent standard	Provision of CHP/district heating scheme at Northern Gateway and Swanscombe Peninsula (subject to feasibility studies) Reduction in 2016 per capita levels of domestic CO2 emissions Non- residential development over 1,000 sq m gross achieve BREEAM excellent standard	54. Per capita level of borough domestic CO2 emissions(NI 186) 55. Renewable energy capacity installed by type (C) (SA) 56. Proportion and number of residential units and developments set to achieve each level of Code for Sustainable Homes (SA) 57. Amount and proportion of new commercial development that meets BREEAM very good and excellent standard (SA) 58. Number of air quality management areas and area covered (SA)
	CS24: Flood Risk	Indicator 53: 1 in 2008/09 (2)	Nil planning consents granted contrary to Environment Agency advice	Nil planning consents granted contrary to Environment Agency advice	59. Number and proportion of planning consents granted contrary to Environment Agency advice (C) 60. Proportion and number of new homes provided at schemes which contain SUDs (SA)

Core Strategy Objective	Policy	Baseline measurement (where known) ¹⁹⁸	Target at 2016	Target at 2026	Key Indicators (provided annually where data available)
	-	Indicator 55: River Darent-met water quality targets 2002 (11)	<p>Reduction in per capita consumption levels to 105 litres per head per day for new homes</p> <p>All residential development built to water efficiency Code Level 4 of Code for Sustainable Homes.</p> <p>Non residential developments of over 1,000sq m meet the BREEAM excellent standards in water efficiency</p>		<p>61. Per capita water consumption (SA)</p> <p>62. Water Framework Directive status of water bodies within the Darent catchment</p>
	Linked Policies: 3, 4, 5,6				<p>NI 189 Flood risk management, NI 188 Planning to adapt to climate change</p> <p>River water quality (SA)</p>

APPENDIX 4 : REPLACEMENT OF SAVED LOCAL PLAN POLICIES

- 1.1 Saved policies in Dartford's adopted Local Plan (1995)¹⁹⁹ will gradually be replaced by policies in Dartford's Local Development Framework documents. The Core Strategy is the first of these documents to be followed by a Development Management document. The Core Strategy, once adopted, will replace the policies shown in the table below.
- 1.2 Local Plan policies are not necessarily replaced by like for like policies. They may be fully or partly absorbed by new policies. In some cases, they are not carried forward as they have been implemented or not carried forward.

Policy number	Policy description	Replacement policy
S1	Provision of land for employment and housing growth	CS 1, CS7, CS 10
S2	Provision of community, leisure and retail facilities	CS12, CS 21, CS 22
S3	Redundant, derelict and despoiled sites	CS 1
S5	Nature conservation protection	CS 14
S7	Provision of infrastructure and services	CS 15, CS 16, CS 21
S8	Provision of infrastructure and services in major development	CS 15, CS 16, CS 21
E2	Development south of Dartford northern bypass	CS 3
E3	Development at Stone marshes	CS 6, CS 7
E4	Development at the former Swanscombe cement works	CS 6
E7	Office development in Dartford town centre	CS 2, CS 7
E8	Development in existing employment areas	CS 7
E9	Development outside employment areas	Not carried forward
E12	Provision of accommodation for small firms	Not carried forward
H1	Land identified for housing development	CS 10
H 4	Development at Ingress Park	CS 6
H 6	Development at Swanscombe Marshes and Ebbsfleet	CS 4, CS 5, CS 6
H7	Housing development in the urban area and affordable housing	CS 10, CS 19
H8	Housing density and dwelling mix	CS 17
H10	Housing design standards	CS 17
H11	Safeguarding of existing housing	Not carried forward
R2	Retail development in Dartford Town Centre	CS 3, CS 12
GB1	Policies applying to Green Belt	Not carried forward

¹⁹⁹ These are identified in Dartford's Local Development Scheme, 2010

GB 2	Green Belt reference to PPG2 and Structure Plan	Not carried forward
T1	Integrated transport strategy	CS15, CS16
T2	Funding of transport infrastructure	CS16
T3	Integrated public transport services	CS15
T5	Transport provision in new development	CS15, CS16
T9	Improvement of public transport and interchange	CS15
T10	River boat passenger services	Not carried forward
T15	Dartford Town Centre road link	Not carried forward
T24	Car parking in Dartford Town Centre	Not carried forward
T29	Pedestrianisation of Lowfield St	CS2
T30	Pedestrian access in Dartford town centre	CS2
T31	Pedestrian footways and verges	Not carried forward
T32	Cycle parking provision in the town centre	CS2
RT1	Development at Stone Lodge	CS4
RT3	Provision for sports pitches	CS22
RT4	Provision of golf courses	CS22
RT5	River Thames accessibility and recreation	CS6
RT7	Marina facilities	CS6
RT8	Tourism facilities	CS5
RT9	Hotels	CS2 CS3,
RT10	Public rights of way	CS15
RT13	Safeguarding open space	CS14
C8	North Downs Special Landscape Area	CS14
C10	Darent Valley and footpath	CS13 and CS14
V3	Housing development in villages	CS18, CS19
B2	Major development sites	CS1
B4	Landscaped buffer zones	Not carried forward
B15	Environmental improvements	CS2, CS4
CF1	Infrastructure to support development	CS11
CF2	Provision of infrastructure	CS26
CF3	Community facilities	CS21, CS26
TC1	Hotels in Dartford town centre	CS2
TC3	Built design in Dartford town centre	CS2
TC4	Upper floors in Dartford town centre	CS2
TC5	Development at Dartford Station	CS2
TC10	Development at Lowfield St	CS2
TC11	Development at Lowfield St south	CS2

Appendix 5: Changes to Proposals Map

Dartford Borough Council Core Strategy Submission Proposals Map

- 1.1 The Proposals Map is a geographical expression of the policies contained within the Development Plan. In the event that a Development Plan Document results in changes in the Proposals Map these must be submitted to the Secretary of State for consideration as they form an integral part of the Development Plan.

These types of changes fall within the following categories:

- i. Changes made as a direct consequence of policies and proposals within the Core Strategy
- ii. Changes to reflect designations
- iii. Changes to the key in order to ensure that policy references relate to Core Strategy policies in the event that existing references relate to replaced policies.

- 1.2 The following changes are not as a direct consequence of the Core Strategy but are considered appropriate in order that the Proposals Map is as up to date as possible and old, outdated information is not confused with new.

These types of changes fall within the following categories:

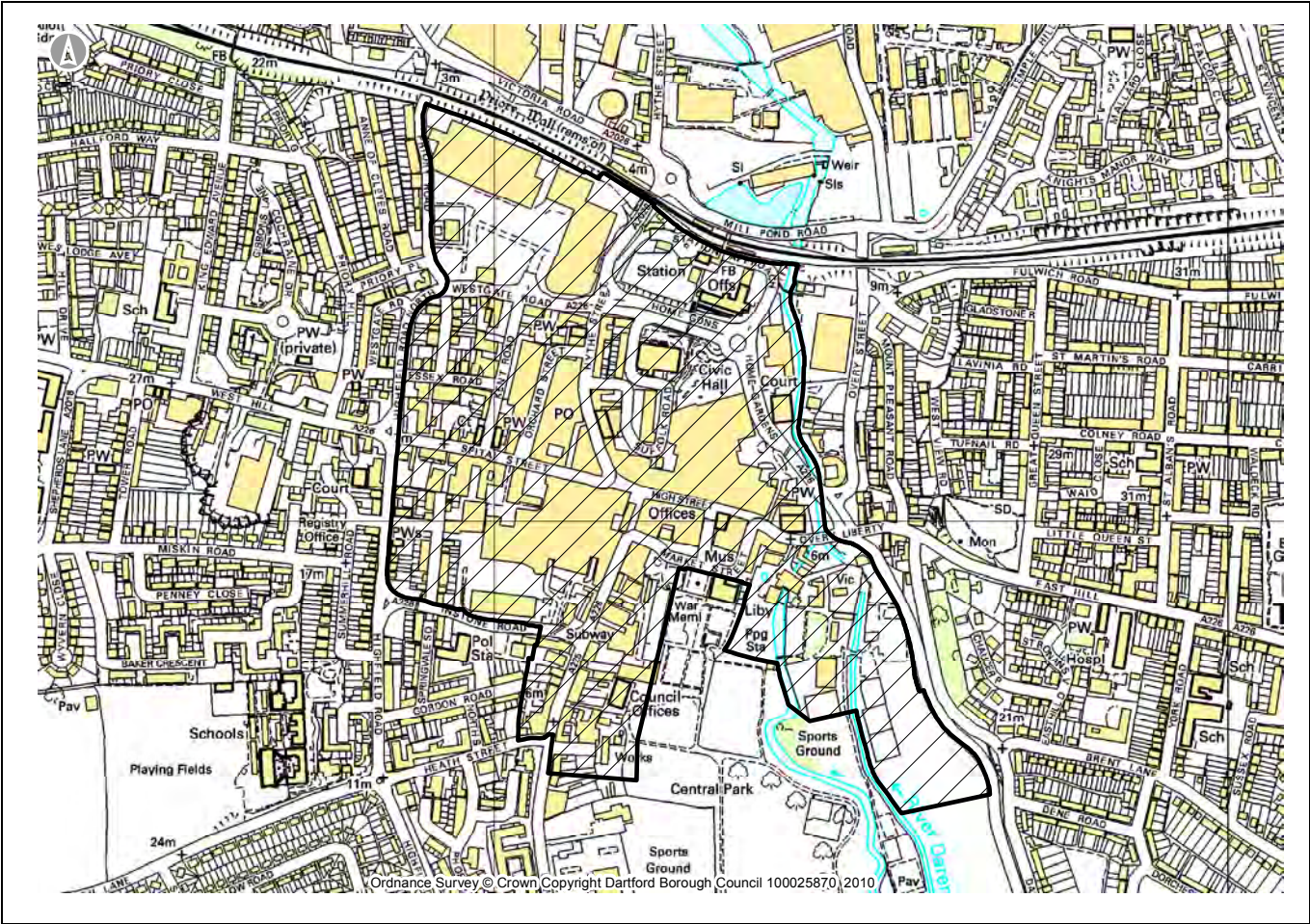
- iv. Changes to remove any designations that refer to policies, which were not saved.
- v. Changes to reflect the most up to date boundaries relating to conservation areas
- vi. Changes to reflect sites designated within the Kent Minerals Plans

i. Changes made as a direct consequence of policies and proposals within the Core Strategy

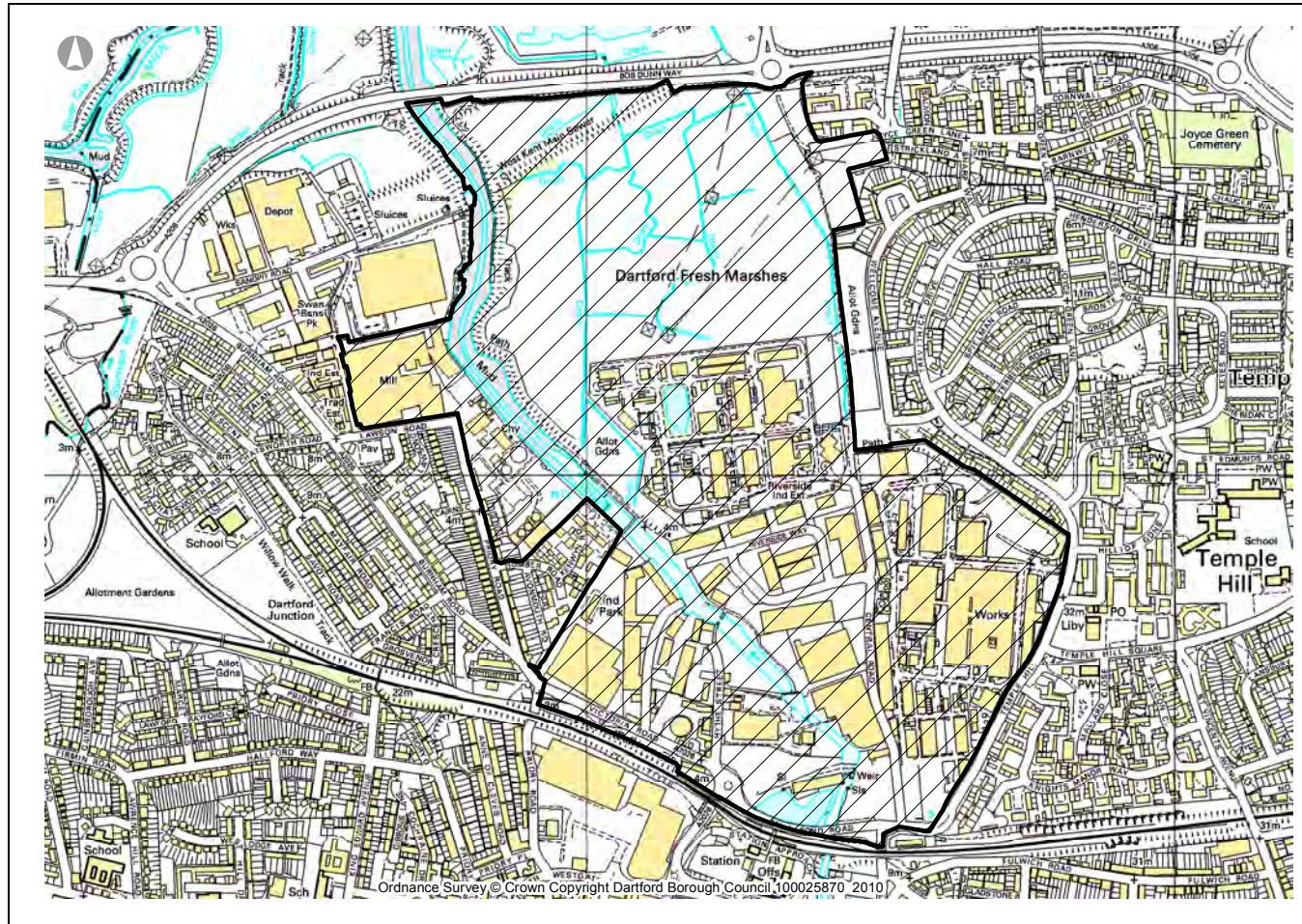
No.	Plan:	Proposals/Designations Allocations:	CS Policy:
1.	Town Centre Boundary	Extension of Town Centre to Incorporate Lowfield Street	<i>CS2 Dartford Town Centre</i>
2.	Northern Gateway Strategic Site	New Strategic Site Designation	<i>CS3 Northern Gateway</i>
3.	Ebbsfleet Valley Strategic Site	New Strategic Site Designation	<i>CS5 Ebbsfleet Valley</i>
4.	Green Belt	Revision of Green Belt	<i>CS1 Spatial</i>

	Revision	boundary to exclude Eastern Quarry, Ebbsfleet and St Clements Valley from the Green Belt	<i>Pattern of Development</i>
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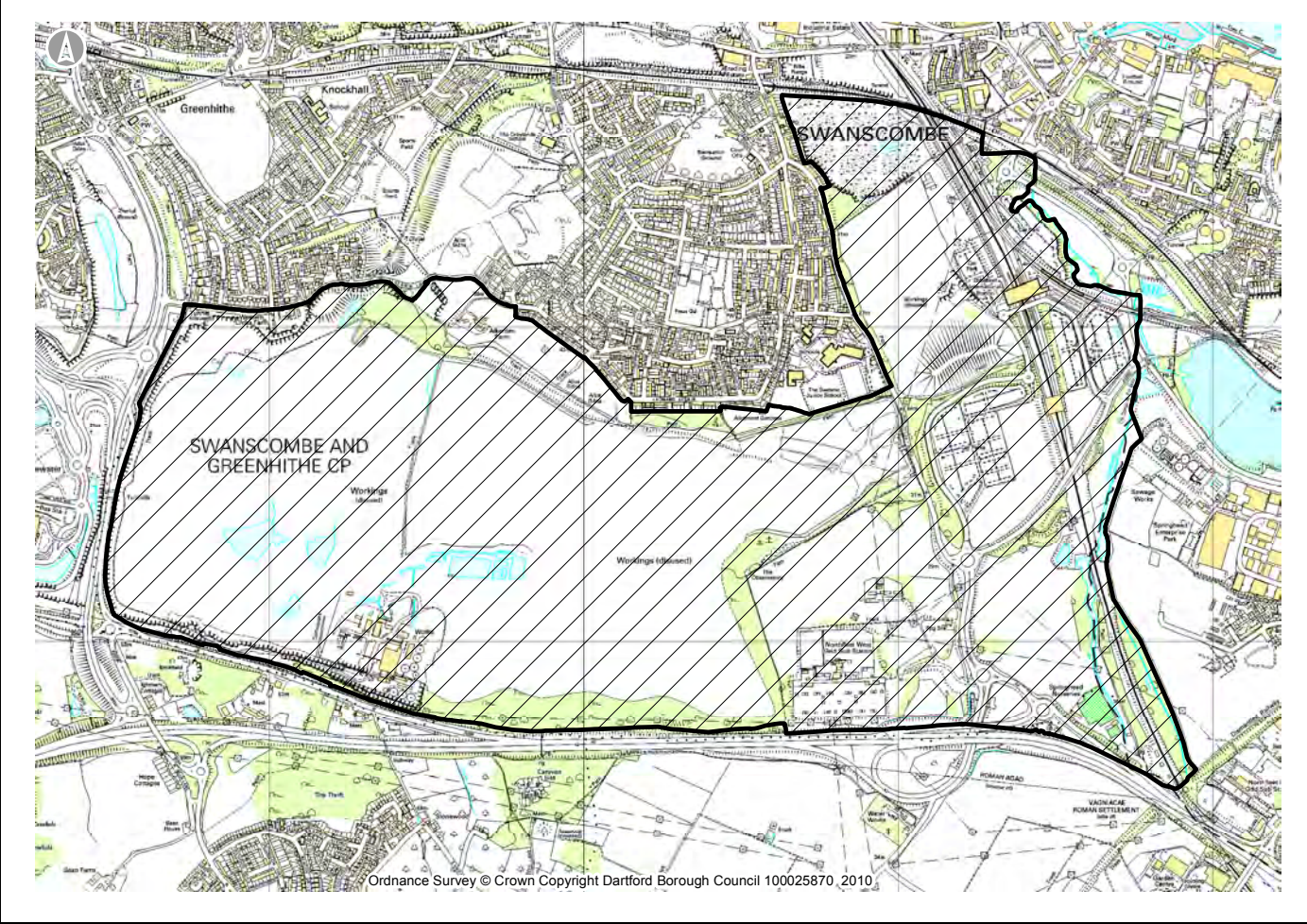
Map 1: Dartford Town Centre



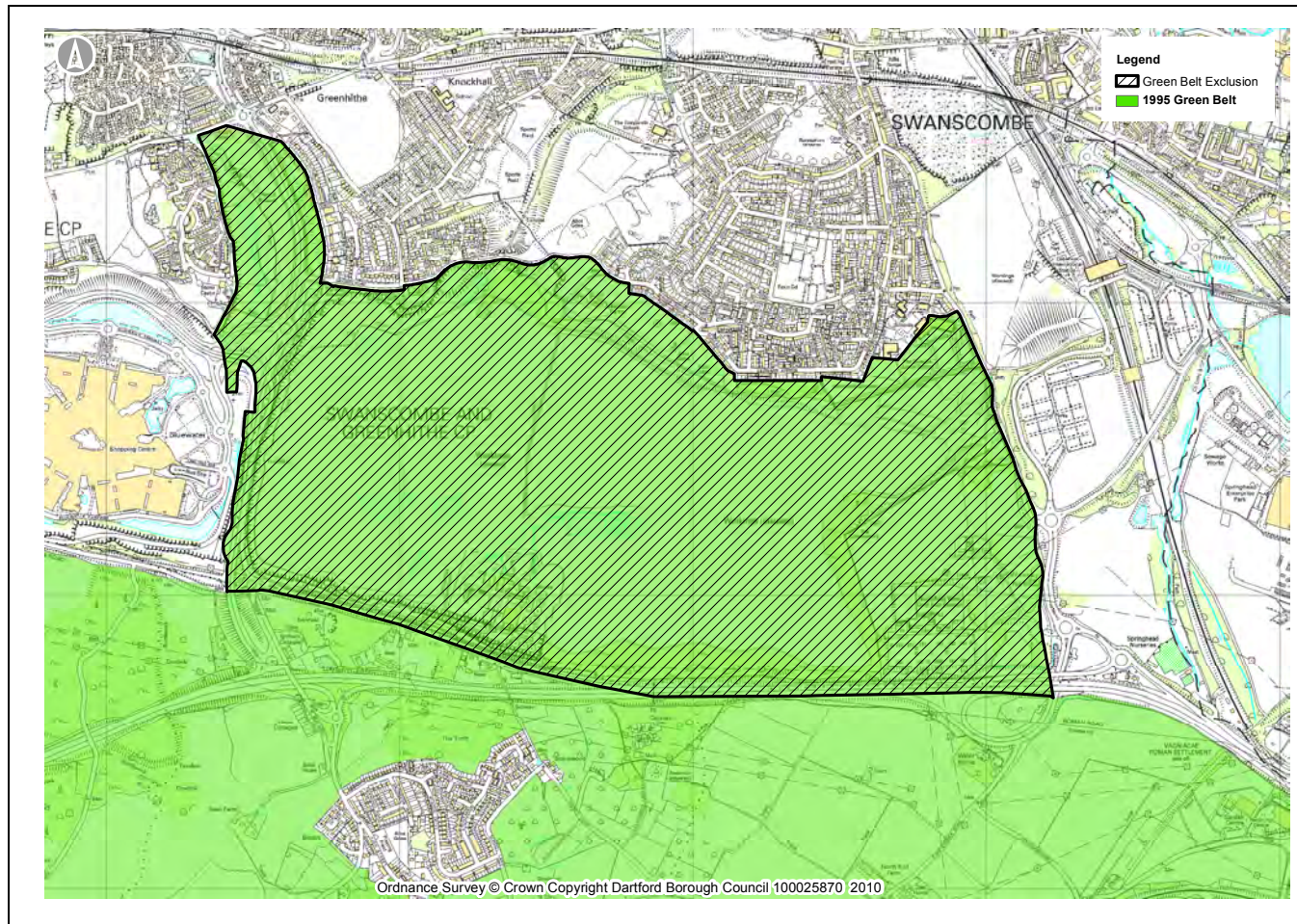
Map 2: Northern Gateway Strategic Site



Map 3: Ebbsfleet Valley Strategic Site



Map 4: Green Belt Revision



ii. **Changes to reflect designations**

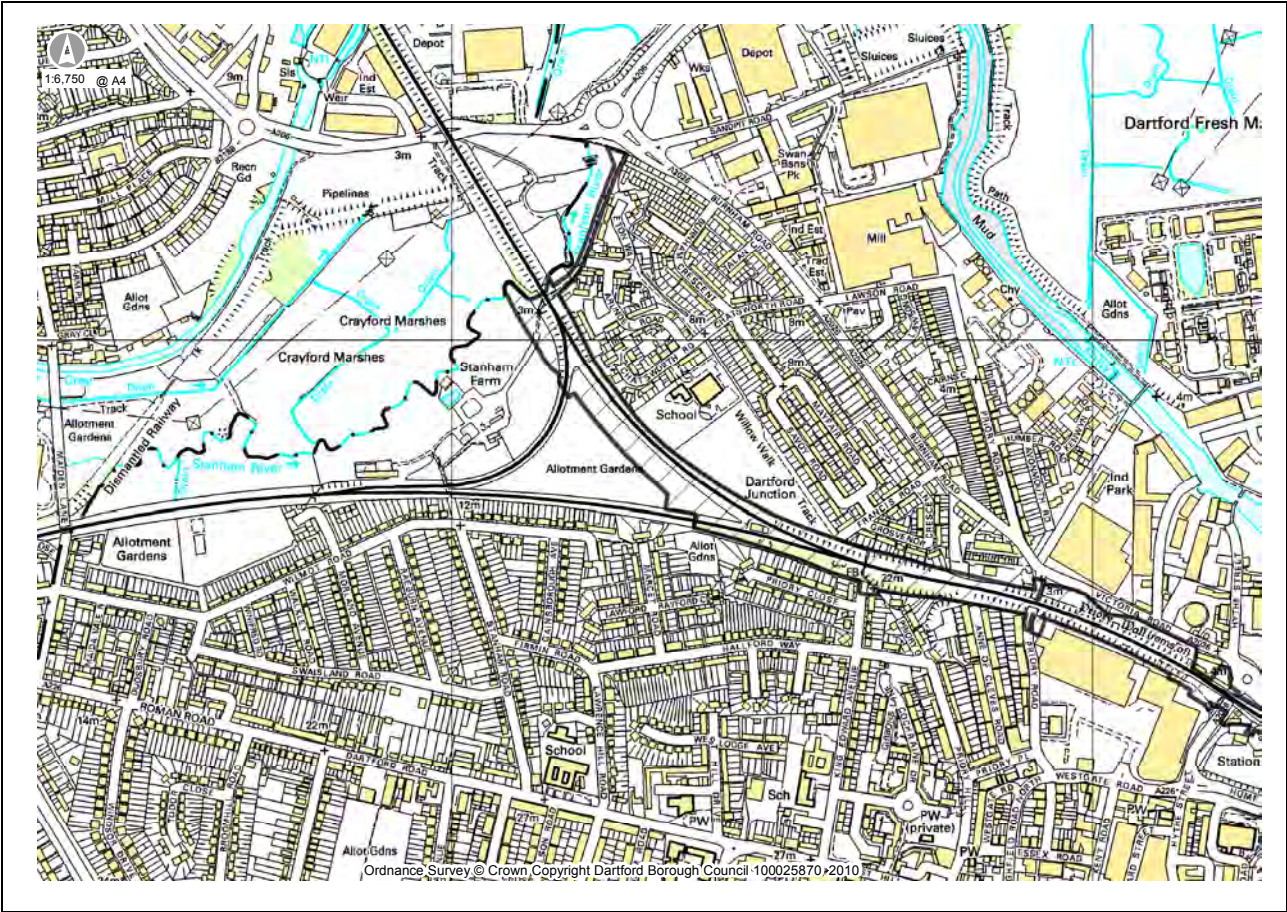
No.	Plan:	Proposals/Designations Allocations:	CS Policy:
5	Cross Rail Safeguarding Area 1	Area safeguarded from development as a result of the Safeguarding Direction for possible future route from Abbey Wood to Gravesend and Hoo Junction issued by the Secretary of State for Transport on 14 October 2009.	N/A
6	Cross Rail Safeguarding Area 2	Area safeguarded from development as a result of the Safeguarding Direction for possible future route from Abbey Wood to Gravesend and Hoo Junction issued by the Secretary of State for Transport on 14 October 2009.	N/A
7	Cross Rail Safeguarding Area 3	Area safeguarded from development as a result of the Safeguarding Direction for possible future route from Abbey Wood to Gravesend and Hoo Junction issued by the Secretary of State for Transport on 14 th October 2009.	N/A
8	Cross Rail Safeguarding Area 4	Area safeguarded from development as a result of the Safeguarding Direction for possible future route from Abbey Wood to Gravesend and Hoo Junction issued by the Secretary of State for Transport on 14 th October 2009.	N/A
9	Cross Rail	Area safeguarded from	N/A

	Safeguarding Area 4	development as a result of the Safeguarding Direction for possible future route from Abbey Wood to Gravesend and Hoo Junction issued by the Secretary of State for Transport on 14 th October 2009.	
10	Flood Risk Zones	The Proposals Map shows the area that is currently within Flood Zones 2 and 3. For the continued up-to-date areas at risk of flooding regard should be had to the Strategic Flood Risk Assessment and the Environment Agencies Flood Zone Maps.	CS24
11	Ground Water Protection Areas	The Environment Agency has defined Source Protection Zones (SPZs) for 2000 groundwater sources such as wells, boreholes and springs used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. The maps show three main zones (inner, outer and total catchment) and a fourth zone of special interest, which we occasionally apply, to a groundwater source.	N/A
12	Air Quality Management Areas	Four areas of the Borough have been identified as having levels of certain pollutants in excess of national objectives. Air	N/A

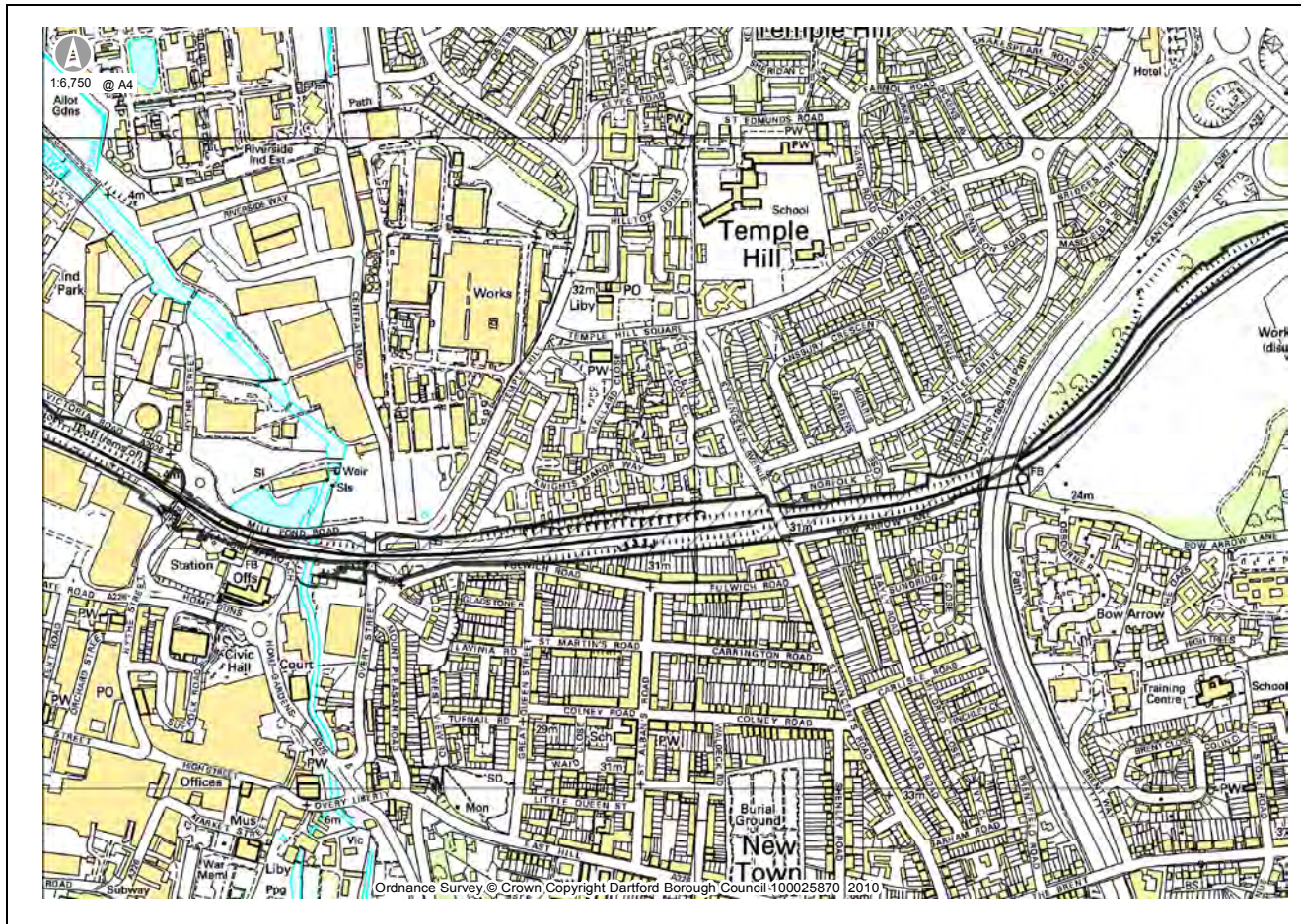
		Quality Management Areas have been adopted by the Council and accepted by Defra for these four areas.	
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*The Channel Tunnel Rail Safeguarding Direction is currently being reviewed.
The Proposals Map will be updated when the revisions have been approved.*

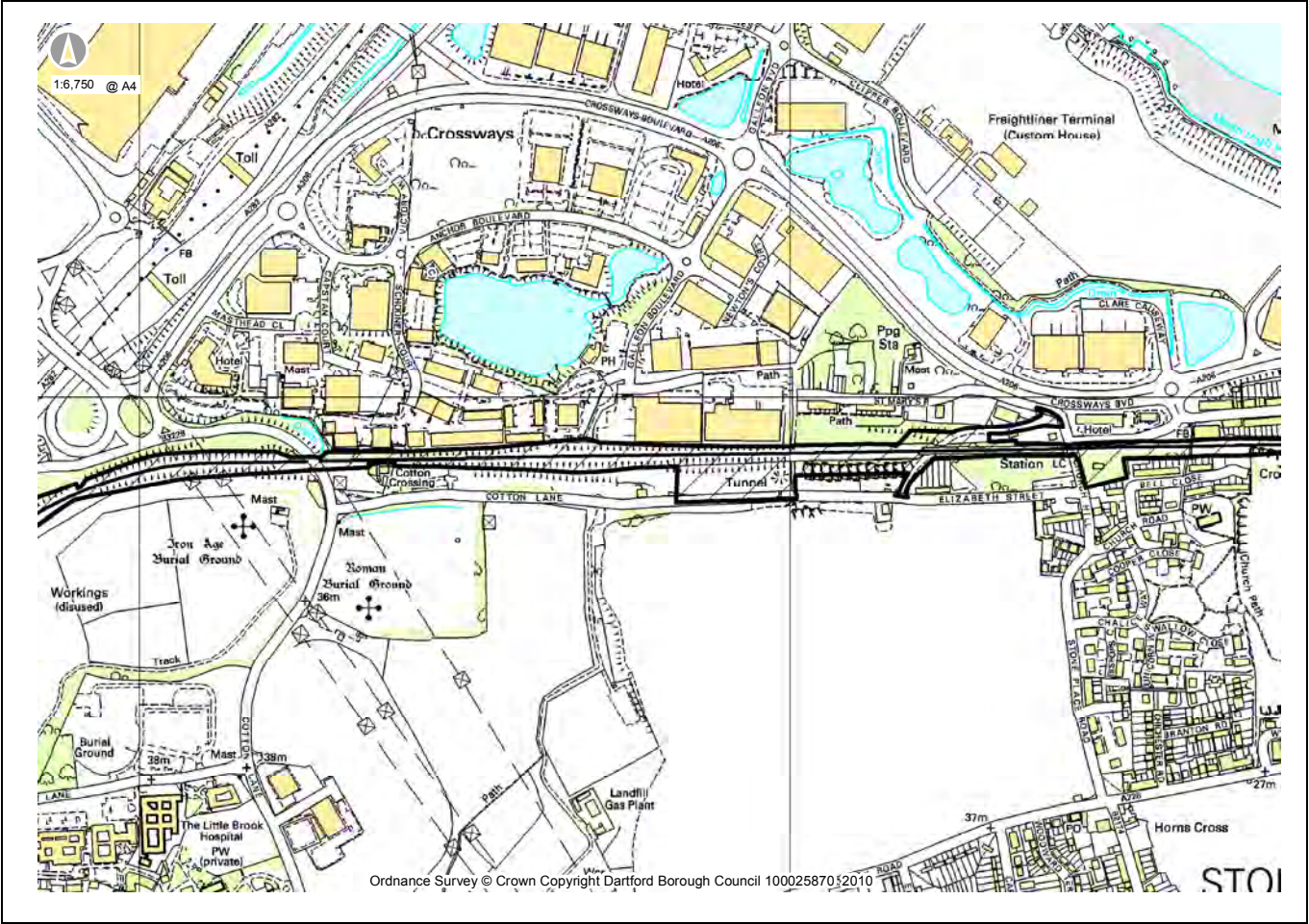
Map 5: Cross Rail Safeguarding Area 1



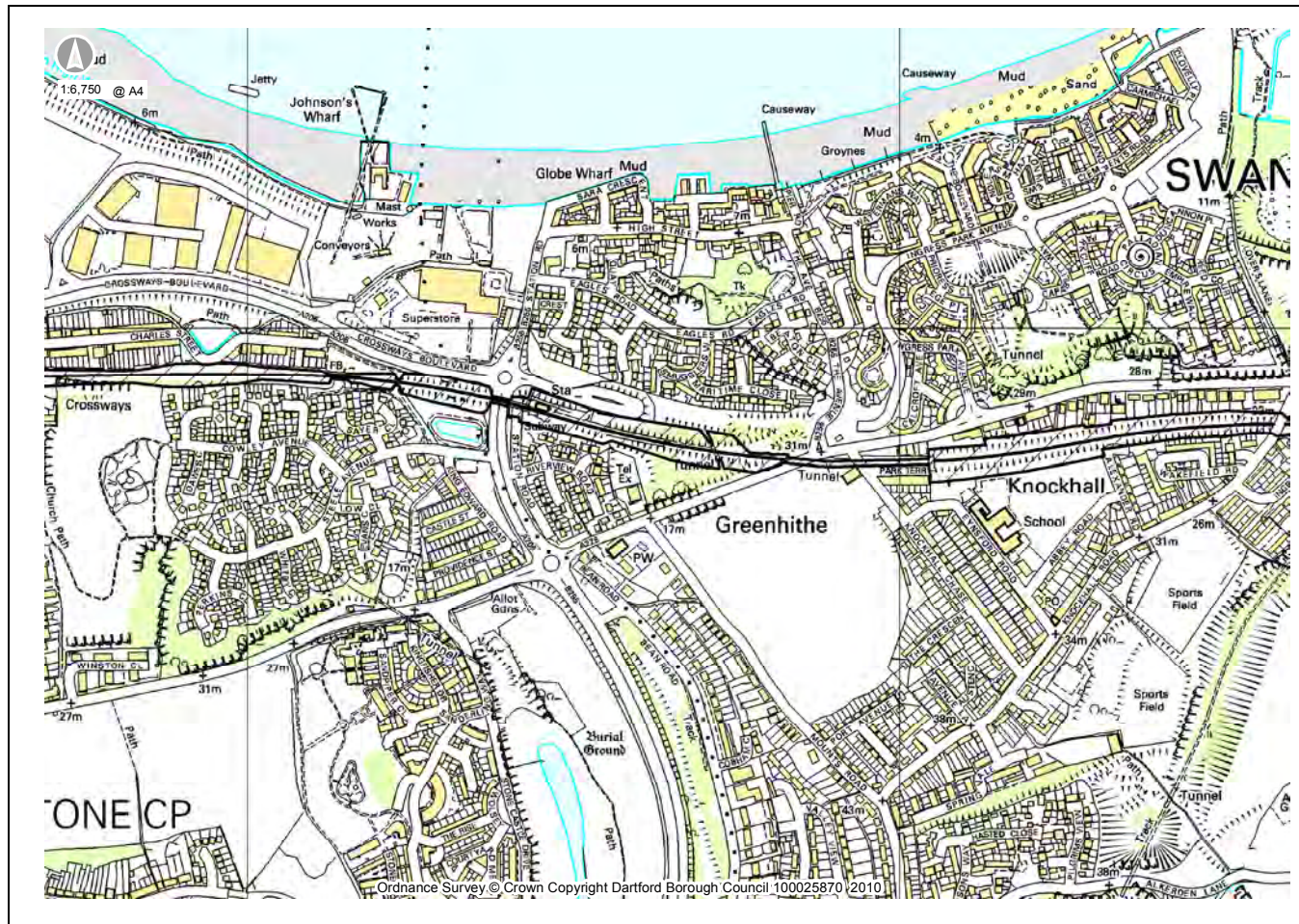
Map 6: Cross Rail Safeguarding Area 2



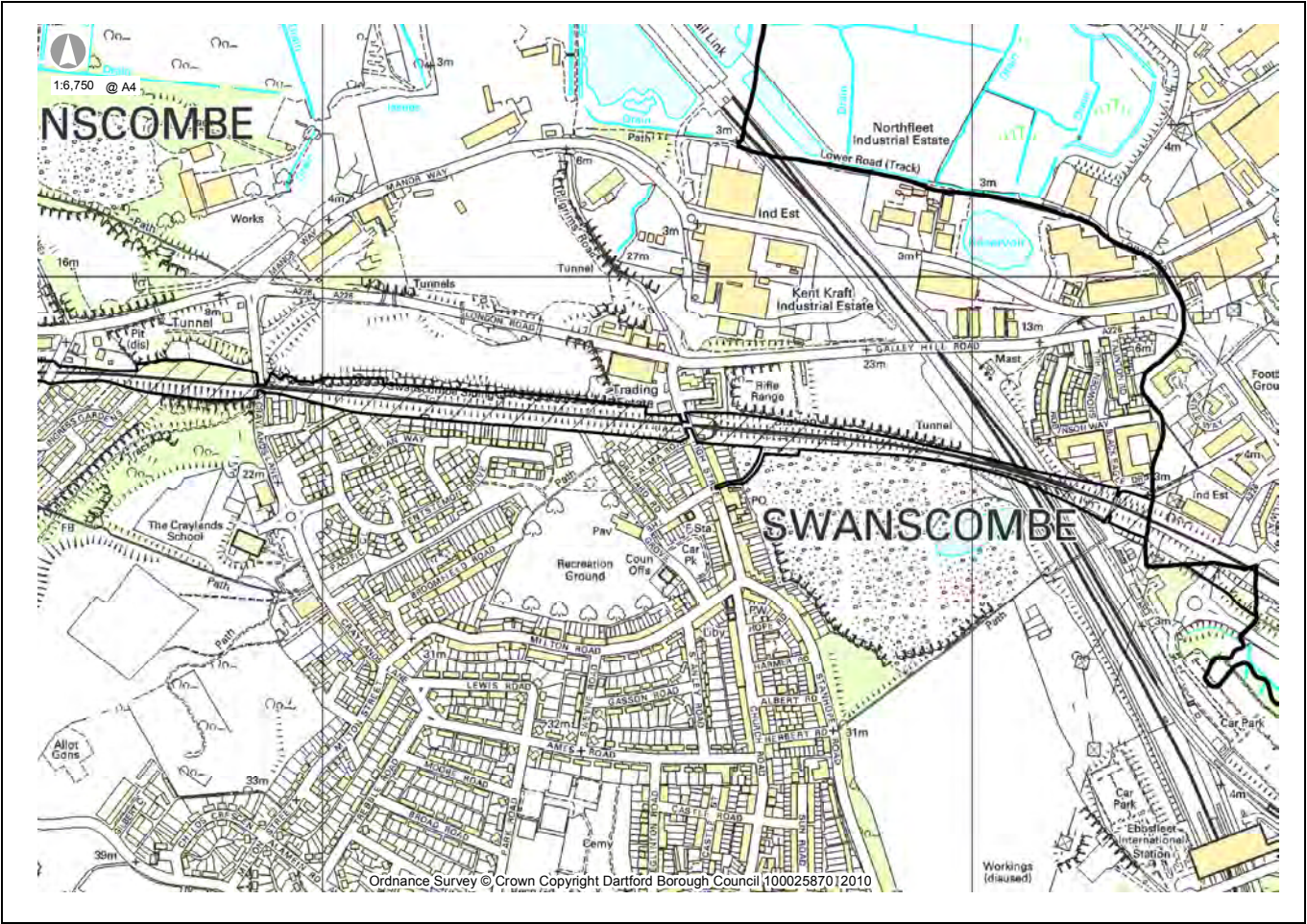
Map 7: Cross Rail Safeguarding Area 3



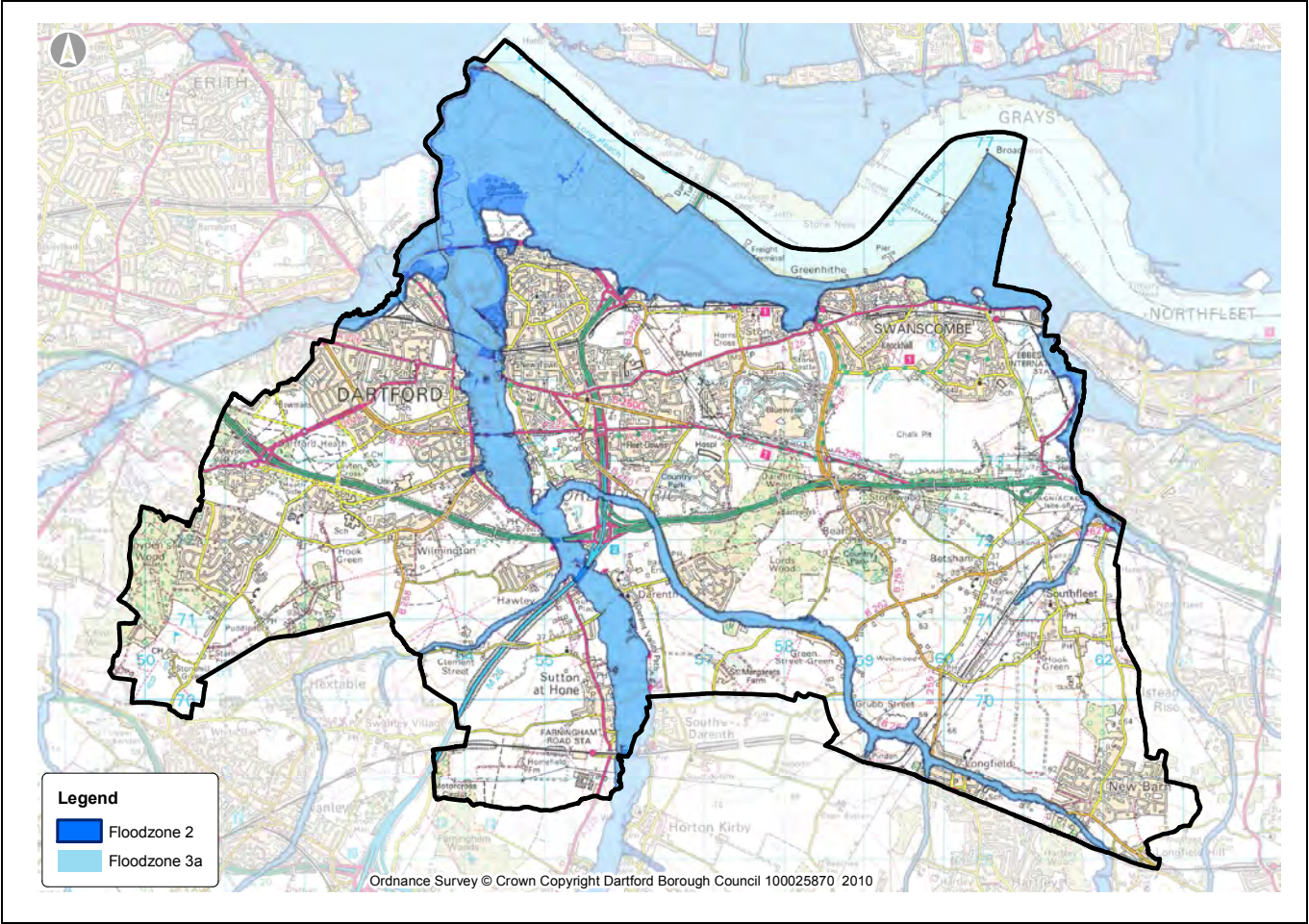
Map 8: Cross Rail Safeguarding Area 4



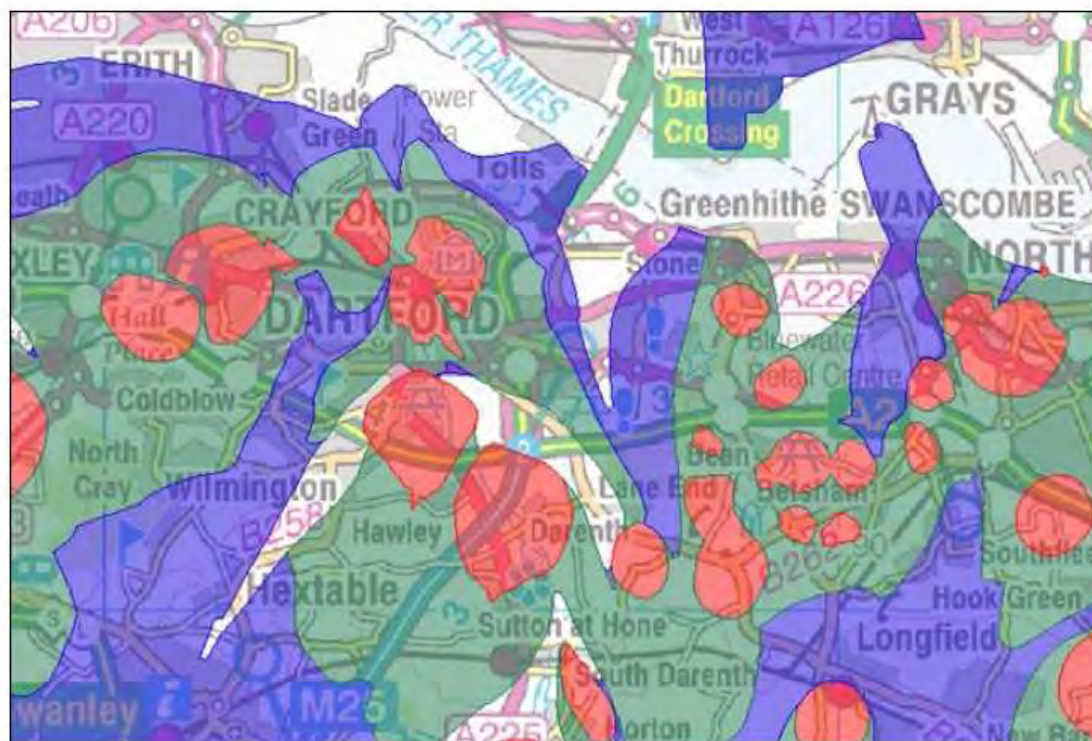
Map 9: Cross Rail Safeguarding Area 5






Map 10: Flood Risk Zones



Map 11: Ground Water Protection Areas



Legend

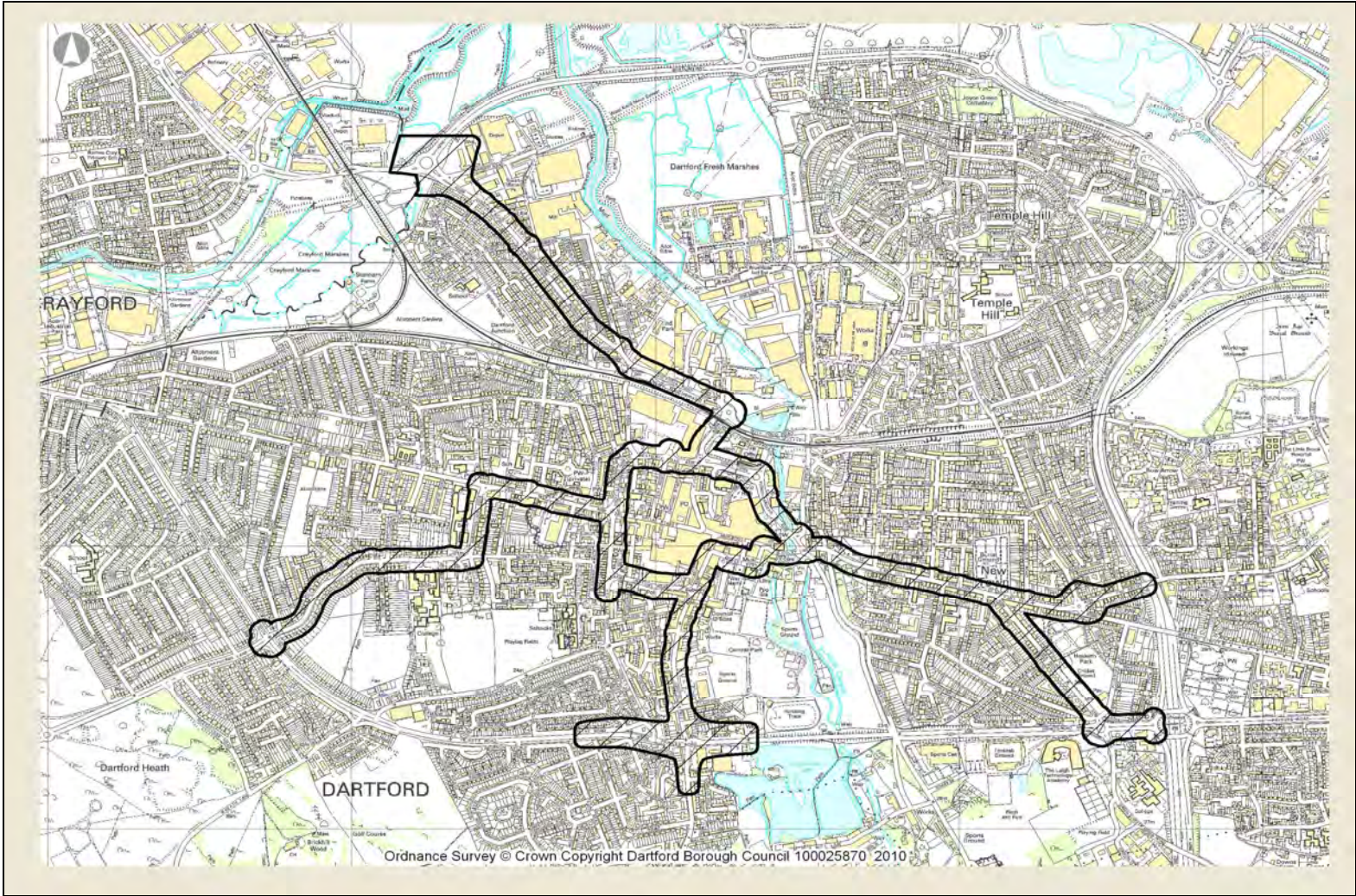
Inner Zone	
Outer Zone	
Total Catchment	

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Environment Agency, 100026380,
contains Royal Mail data © Royal Mail copyright and database
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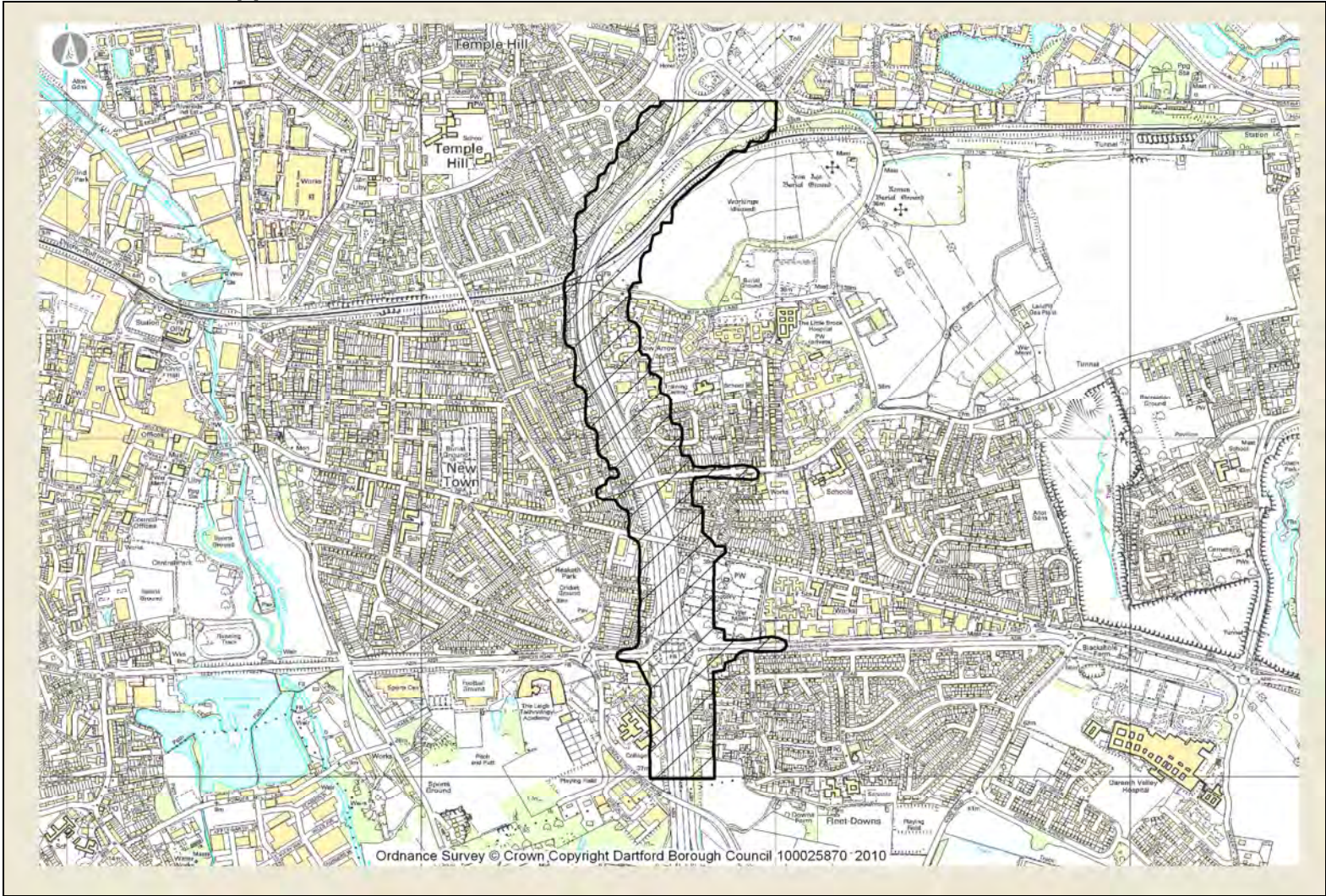
This is a temporary map pending receipt of mapping data from the Environment Agency. Please note that the zone information will not be changed.

This is a detailed Ordnance Survey map of the Dartford area. The map shows the Dartford Tunnel, which is highlighted with a thick black line. The tunnel runs from the Dartford Tunnel Approach in the north to the A2 Bean Interchange in the south. The map also shows the surrounding roads, including the A206, A296, and A2. Key landmarks include Dartford Marshes, Stone Ness, and Swanscombe. The map is color-coded with green for parks and blue for water. A scale bar and a north arrow are located in the top left corner. The map is labeled with various locations, including Dartford, Stone Ness, Swanscombe, and Dartford Marshes. The map is also labeled with various roads, including the A206, A296, and A2. The map is a detailed representation of the area, showing the layout of the roads, the location of the tunnel, and the surrounding landscape.

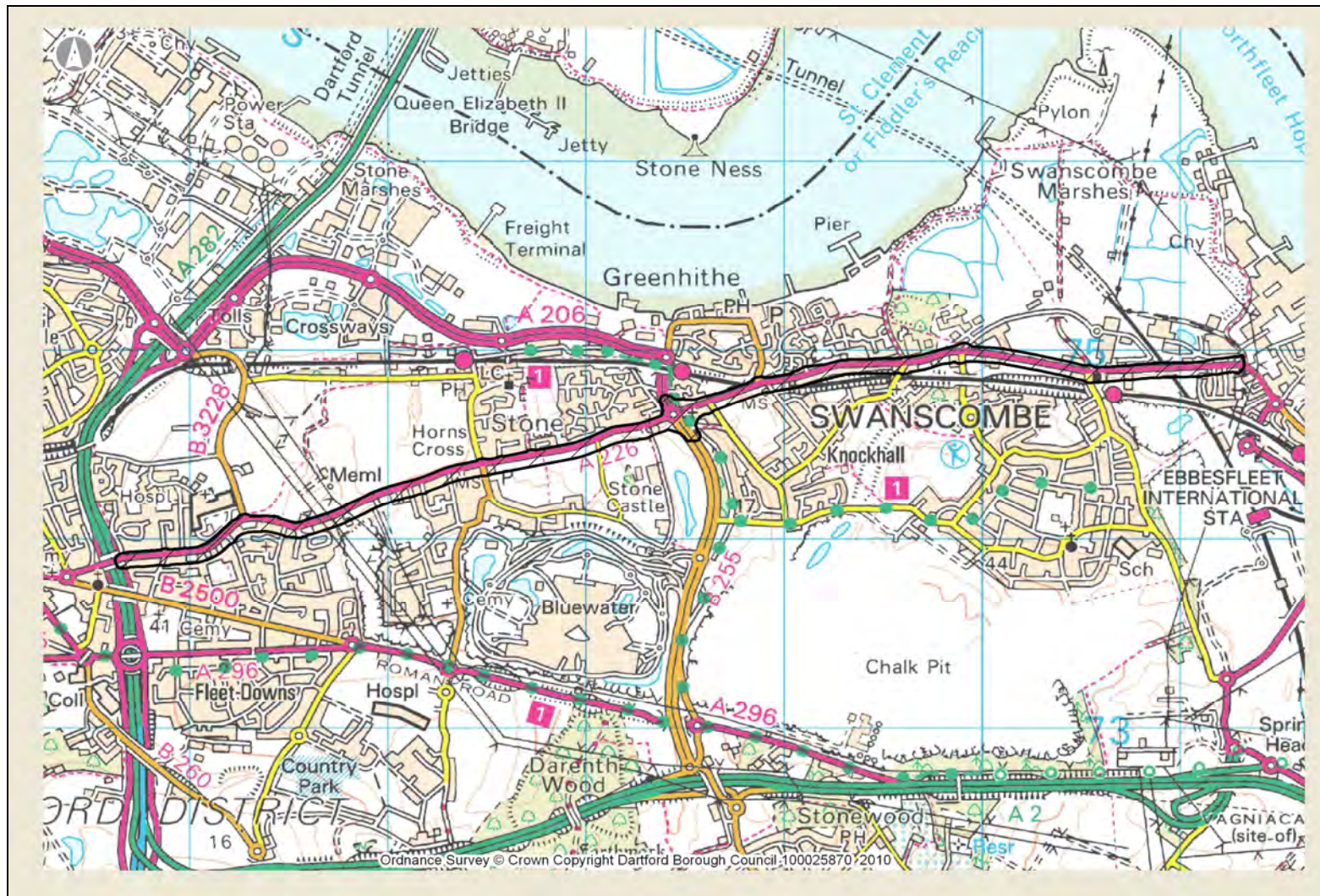
Map 12A: Dartford Town Centre



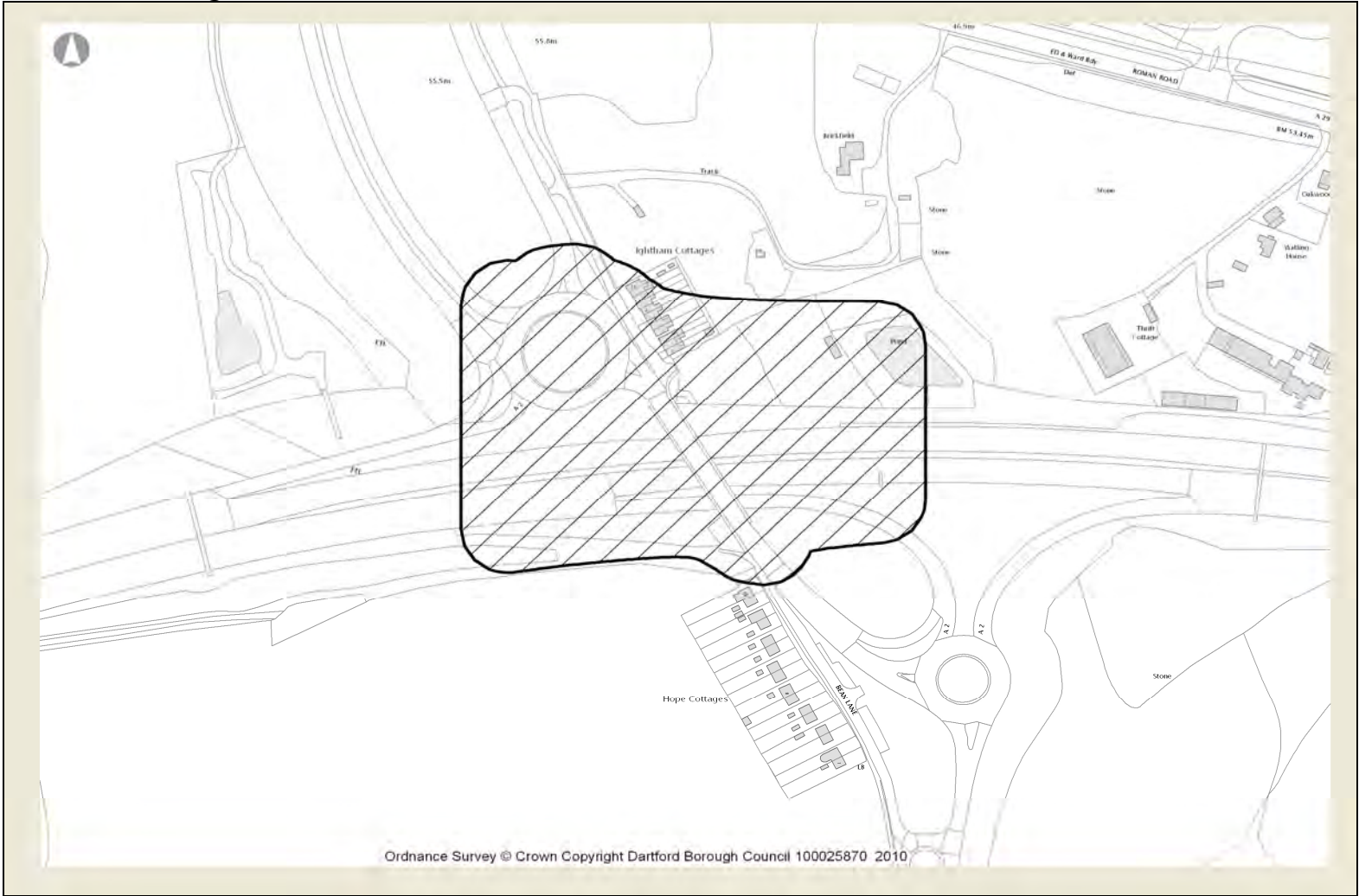
Map 12B: Dartford Tunnel Approach



Map 12C: London Road



Map 12D: Bean Interchange



- iii. **Changes to the key in order to ensure that policy references relate to Core Strategy policies in the event that existing references relate to replaced policies**

Existing Key:	Change Map:	Change Policy Ref:	Reason:
GB1	Y	CS1	Green Belt extent is addressed under policy Core Strategy policy <i>CS1 Spatial Pattern of Development</i>

- iv. **Changes to remove any designations that refer to policies, which were not saved.**

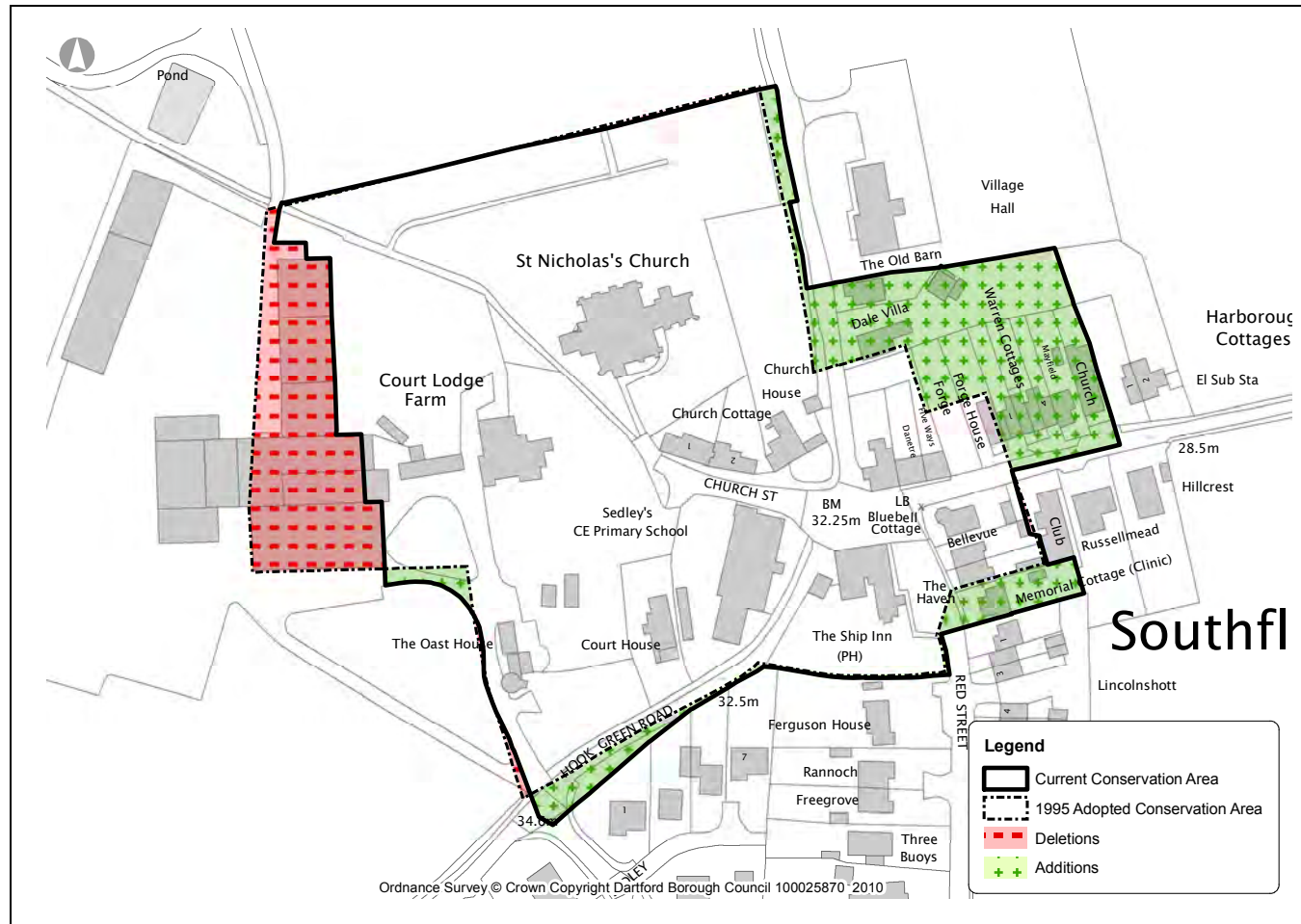
Existing Key:
E2 Development South of Dartford Northern bypass
E3 Development at Stone Marshes
E4 Development at former Swanscombe Cement Works
H1 Housing Development Sites
H4 Ingress Park
H6 Development at Swanscombe Marshes and Ebbsfleet
T9 Improvement of public transport, car parking and interchange facilities
T10 River Passenger Services
T15 Safeguarding of road links SE of Dartford town centre
RT1 Recreational, Leisure and associated development at Stone Lodge
RT5 Recreational potential of the River Thames and enhancement of its accessibility
RT9 Development of hotels and other tourist accommodation
RT15 Safeguarding of private and educational open space
C8 Special Landscape Area
C10 Darent Valley and Darent Valley Footpath

B4 Landscape Buffer Zones
B15 Environmental Improvements
TC5 Dartford Station
TC10 Lowfield Street
TC11 Glentworth/Lowfield Street
T24 Locations for additional car parking at Dartford 9a)
T29 Further Pedestrianisation of Lowfield Street

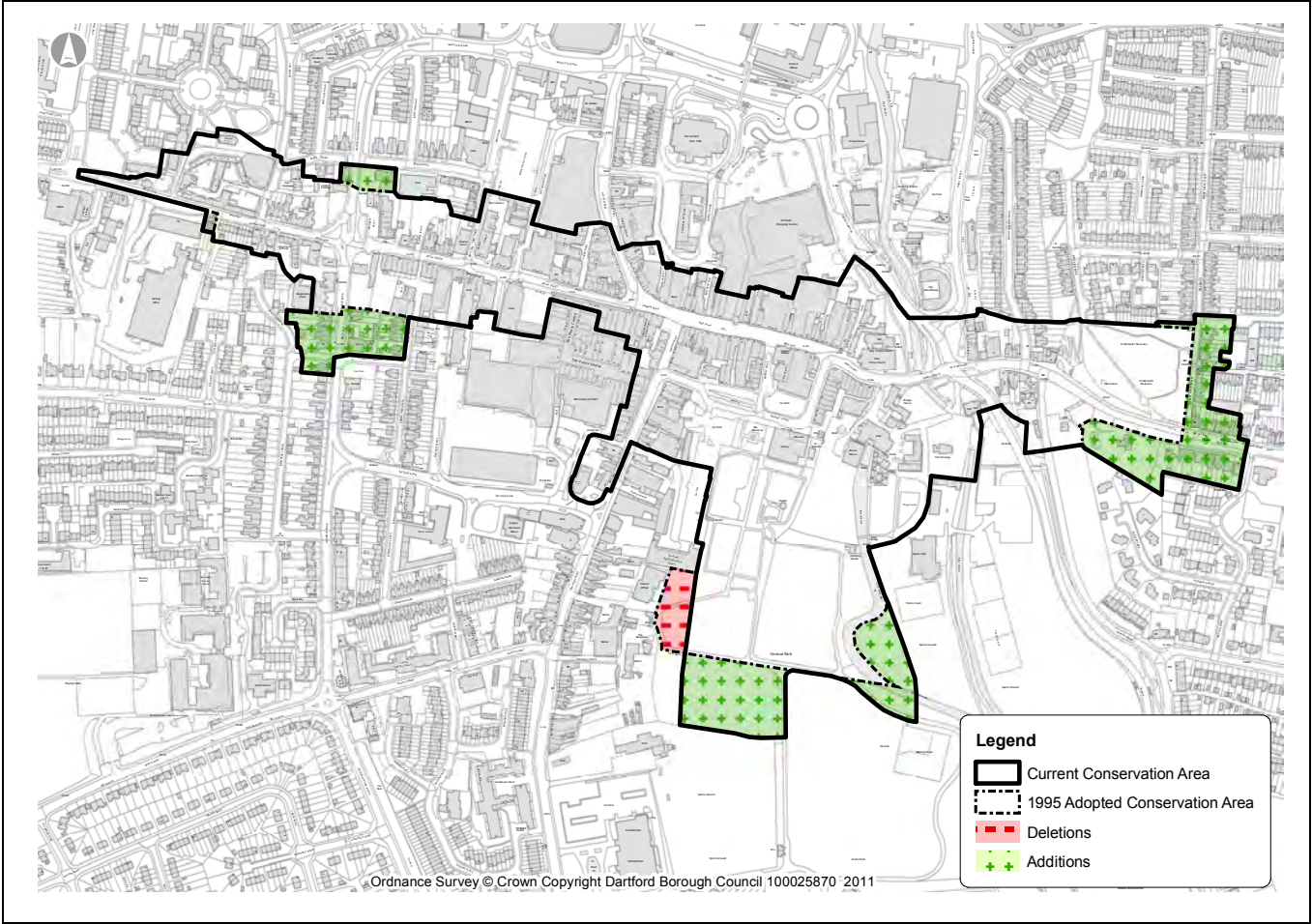
v. Changes to reflect the most up to date boundaries relating to conservation areas

Plan No:	Conservation Area:	Change
13	Southfleet	Conservation Area changes since Adopted Plan
14	Dartford Town Centre	Conservation Area changes since Adopted Plan
15	Greenhithe	Conservation Area changes since Adopted Plan
16	Hook Green	Conservation Area changes since Adopted Plan
17	Church Hill	Conservation Area designated since Adopted Plan
18	Red Street	Conservation Area designated since Adopted Plan

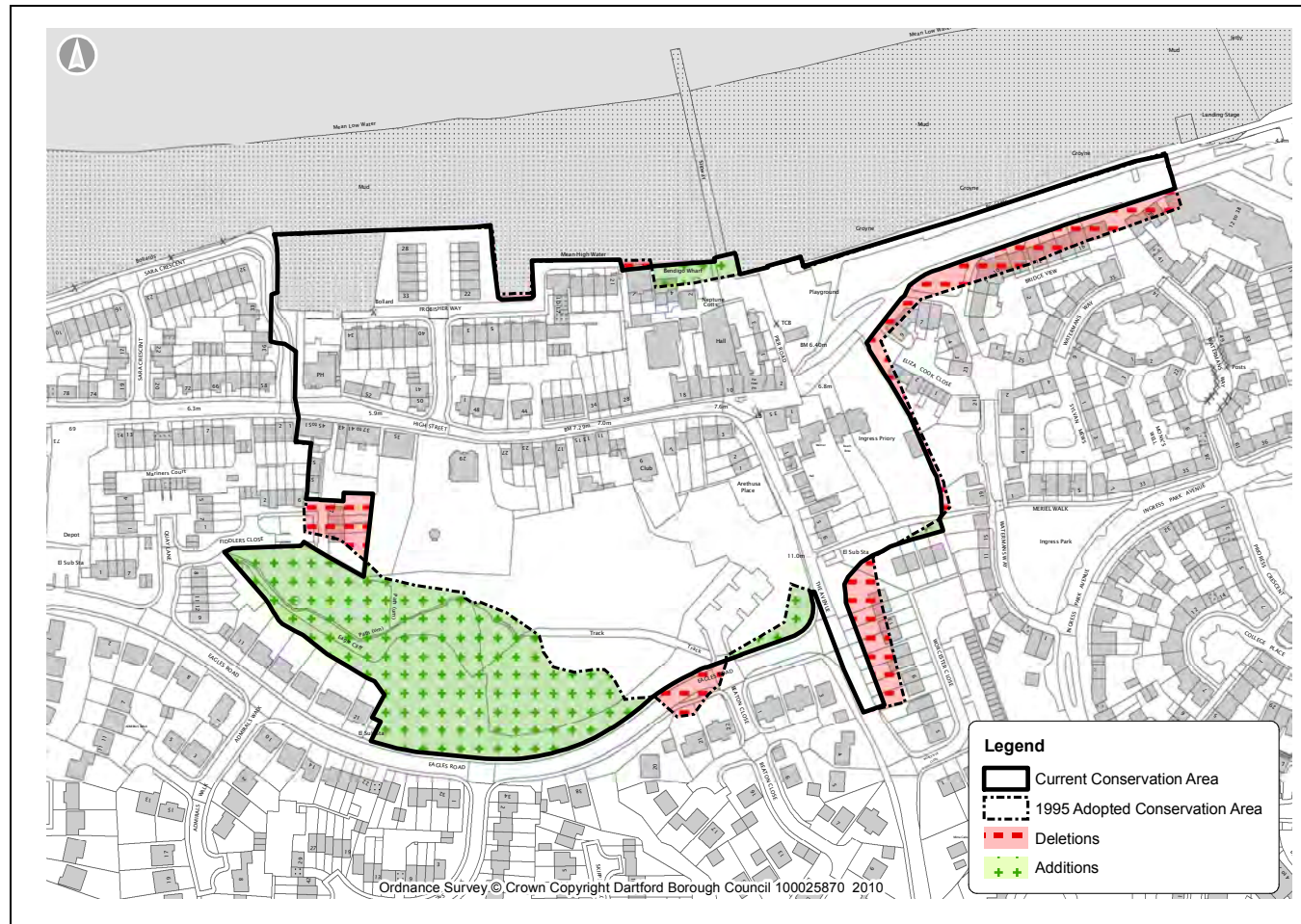
Map 13: Southfleet Conservation Area Changes



Map 14: Dartford Town Centre Conservation Area Changes



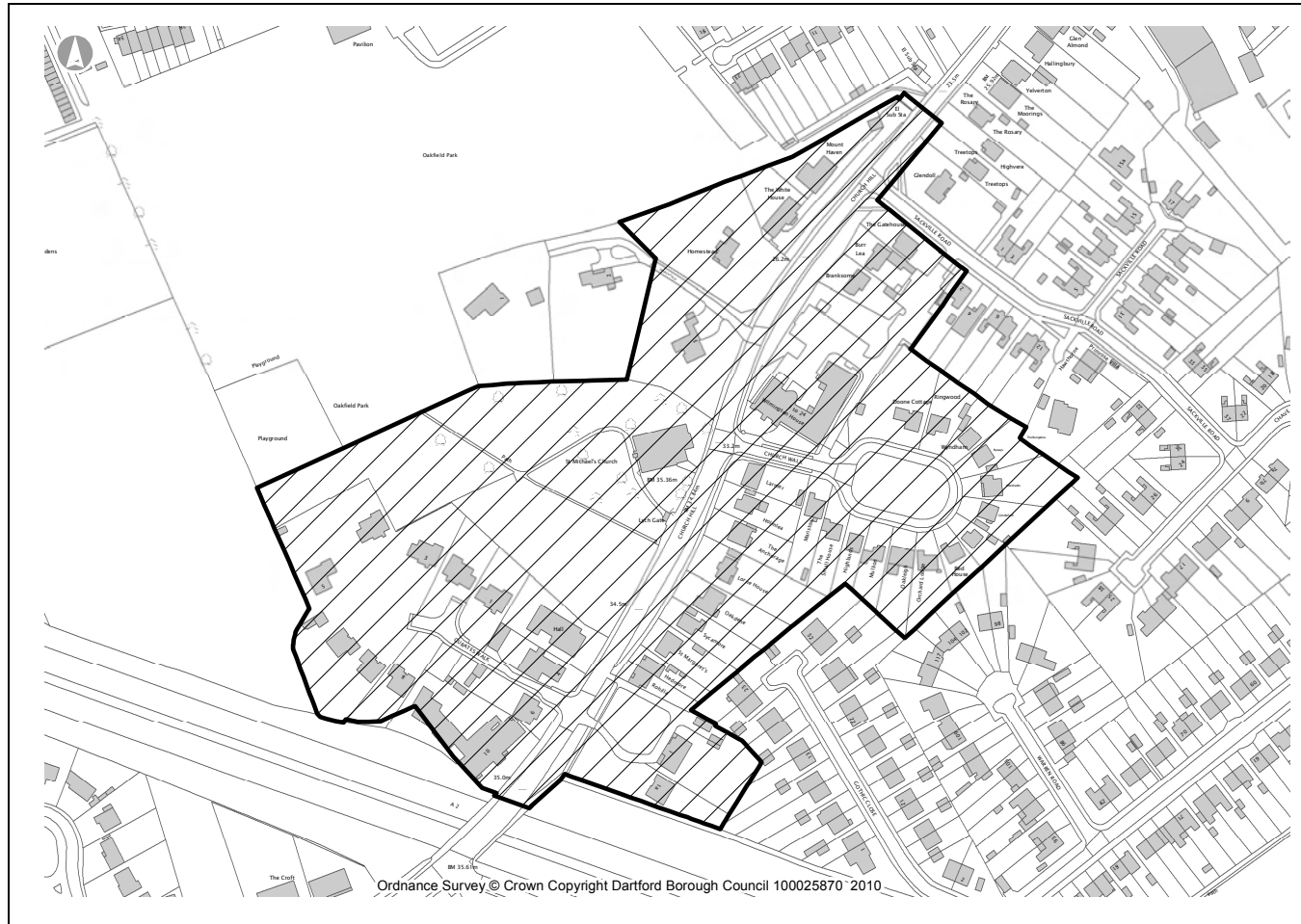
Map 15: Greenhithe Conservation Area Changes



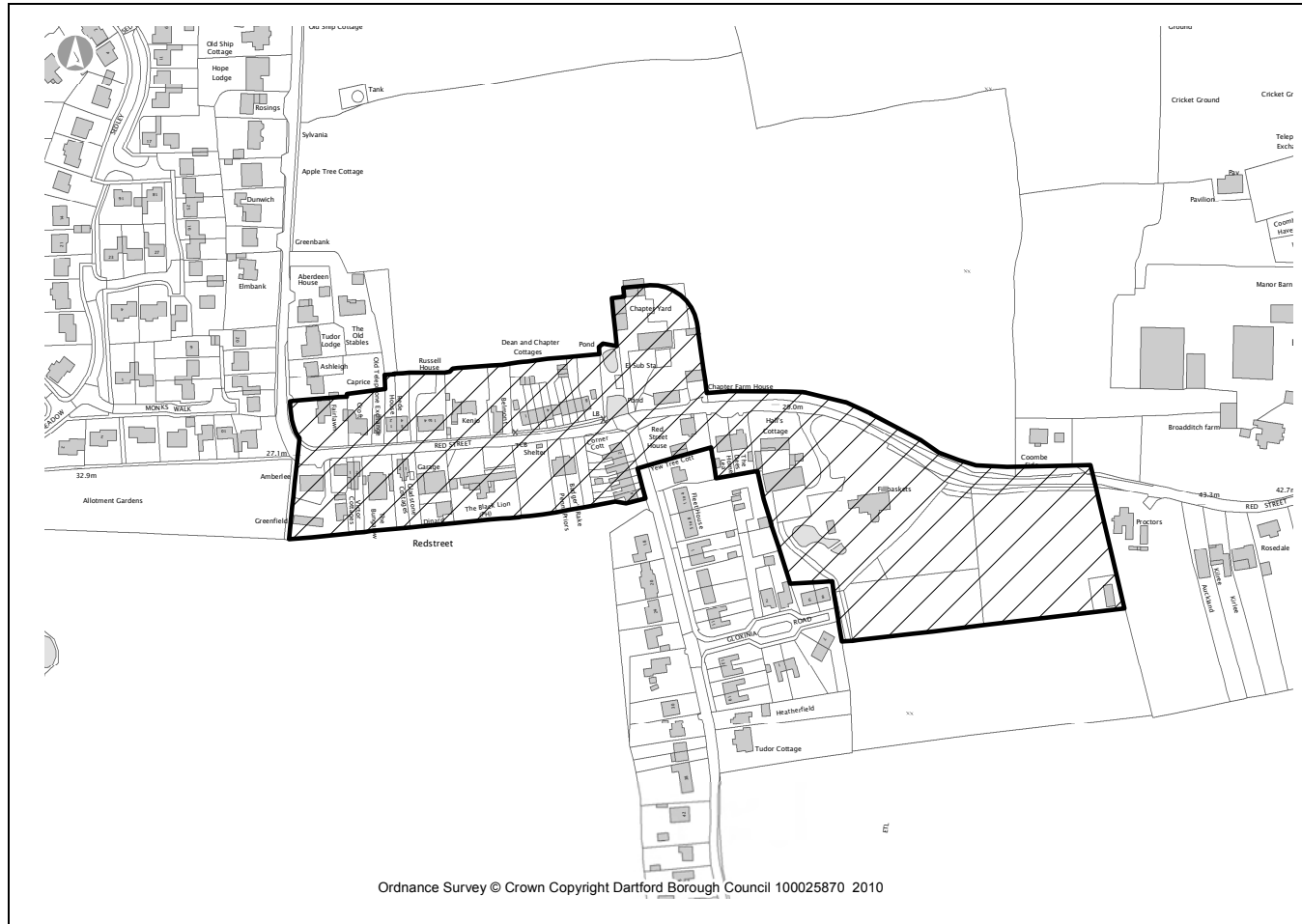
Map 16: Hook Green Conservation Area Changes



Map 17: Church Hill Conservation Area



Map 18: Red Street Conservation Area



vi. Changes to reflect sites designated within the Kent Minerals Plans

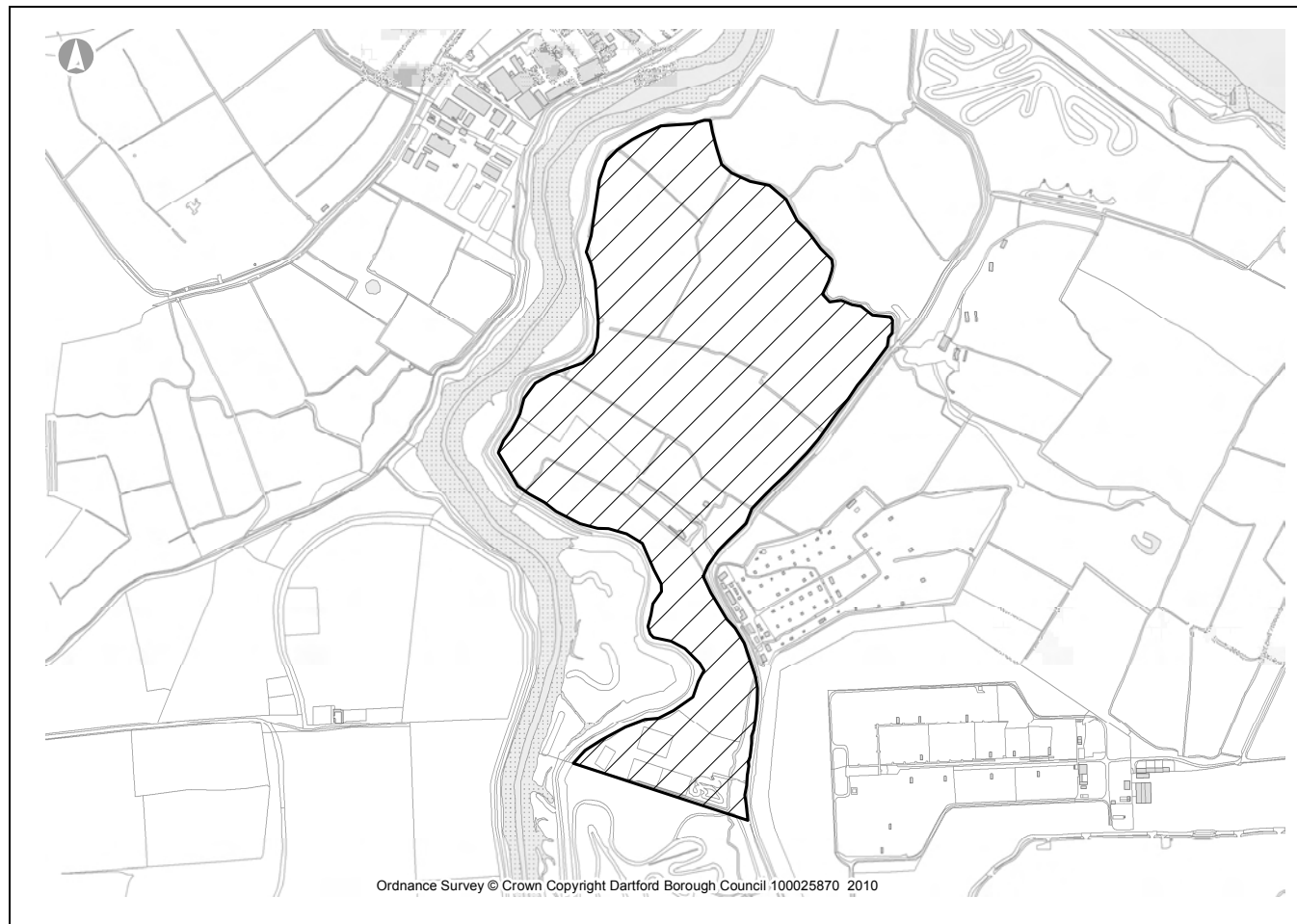
According to Planning Policy Statement 12 Borough Council Proposals Maps must include relevant safeguarded areas, minerals consultation areas and minerals and waste allocations included an adopted mineral or waste Development Plan Documents prepared by the County Council. Kent County Council is currently working on its Minerals and Waste Development Framework to replace the existing Minerals and Waste Local Plans for the County Council's Administrative area. During the transitional period, local authorities should include those areas and allocations identified in existing mineral and waste local plans as advised by the County Council.

No.	Plan:	Proposals/Designations Allocations:	CS Policy:
19	Joyce Green Farm Quarry	Kent Minerals Plan – Construction Aggregates (1993) Policy CA6 Mineral Areas of Search	N/A
20	Land at Dartford Marshes	Kent Minerals Plan – Construction Aggregates (1993) Policy CA6 Mineral Areas of Search	N/A
21	Land adjacent to Swan Business Park	Kent Minerals Plan – Construction Aggregates (1993) Policy CA6 Mineral Areas of Search	N/A
22	Land between Crayford Creek and Dartford	Kent Minerals Plan – Construction Aggregates (1993) Policy CA6 Mineral Areas of Search	N/A
23	Land to the West of Joyce Green Hospital site (now know as land at University Site Joyce Green	Kent Minerals Plan – Construction Aggregates (1993) Policy CA6 Mineral Areas of Search	N/A

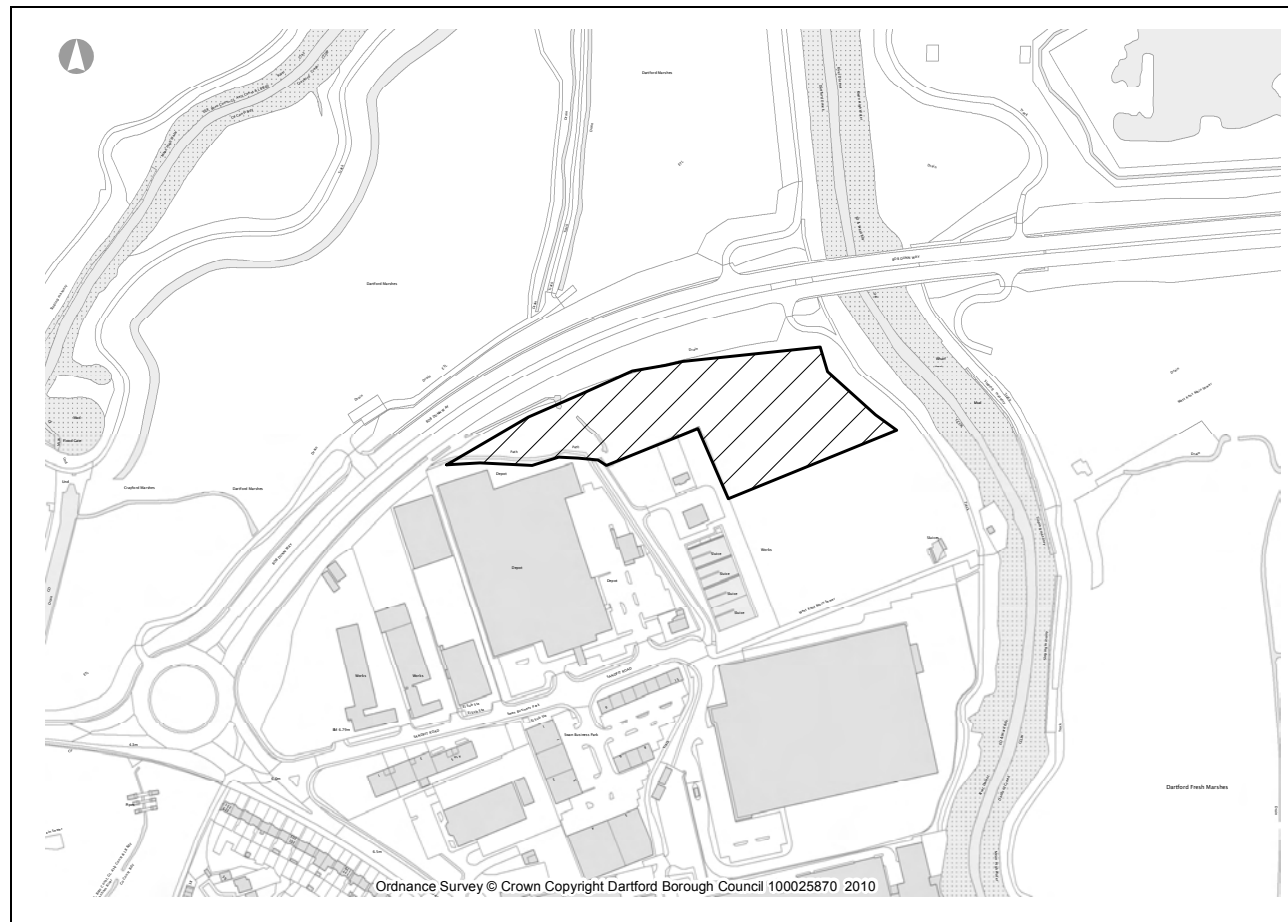
Map 19: Joyce Green Farm Quarry



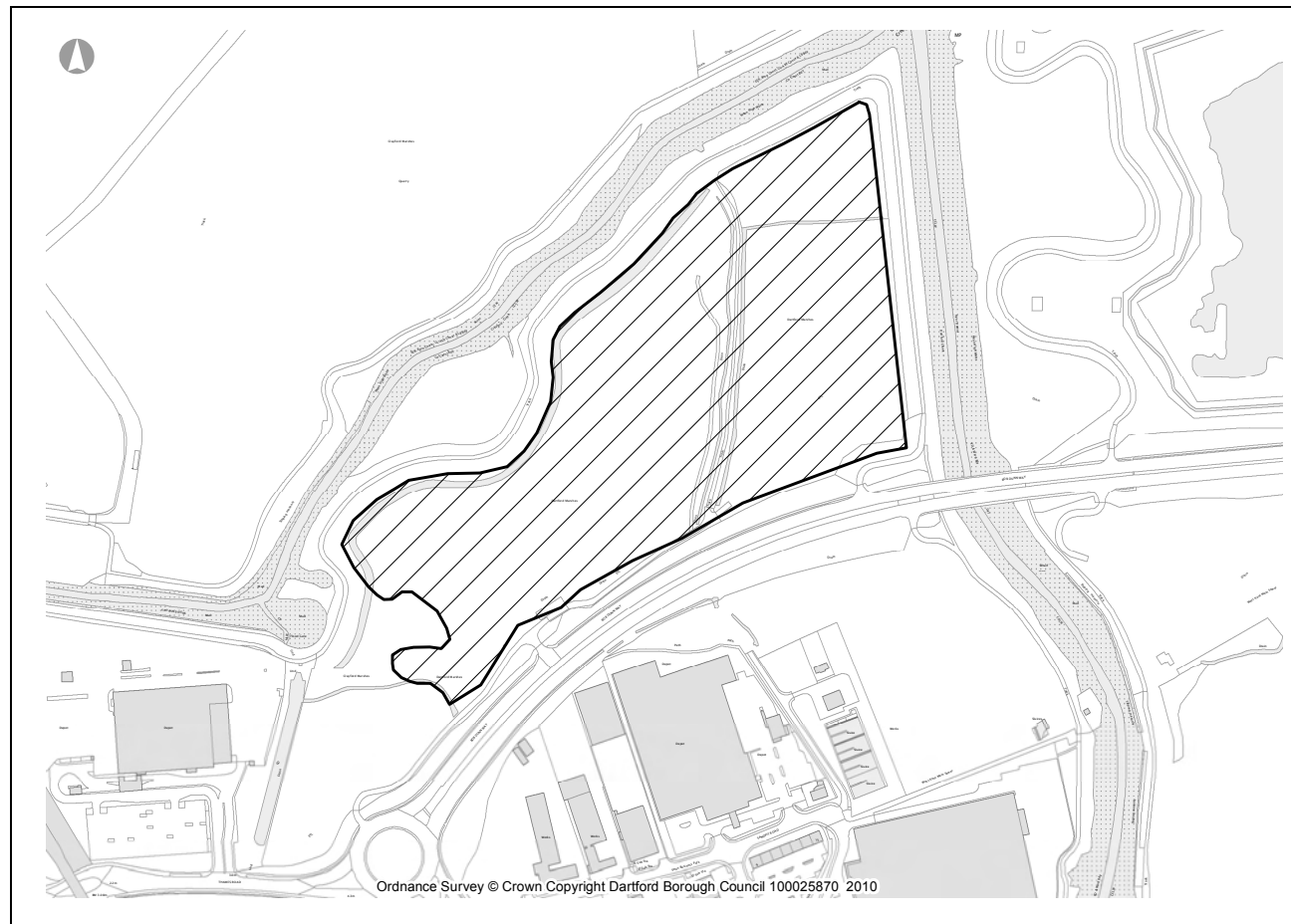
Map 20: Land at Dartford Marshes



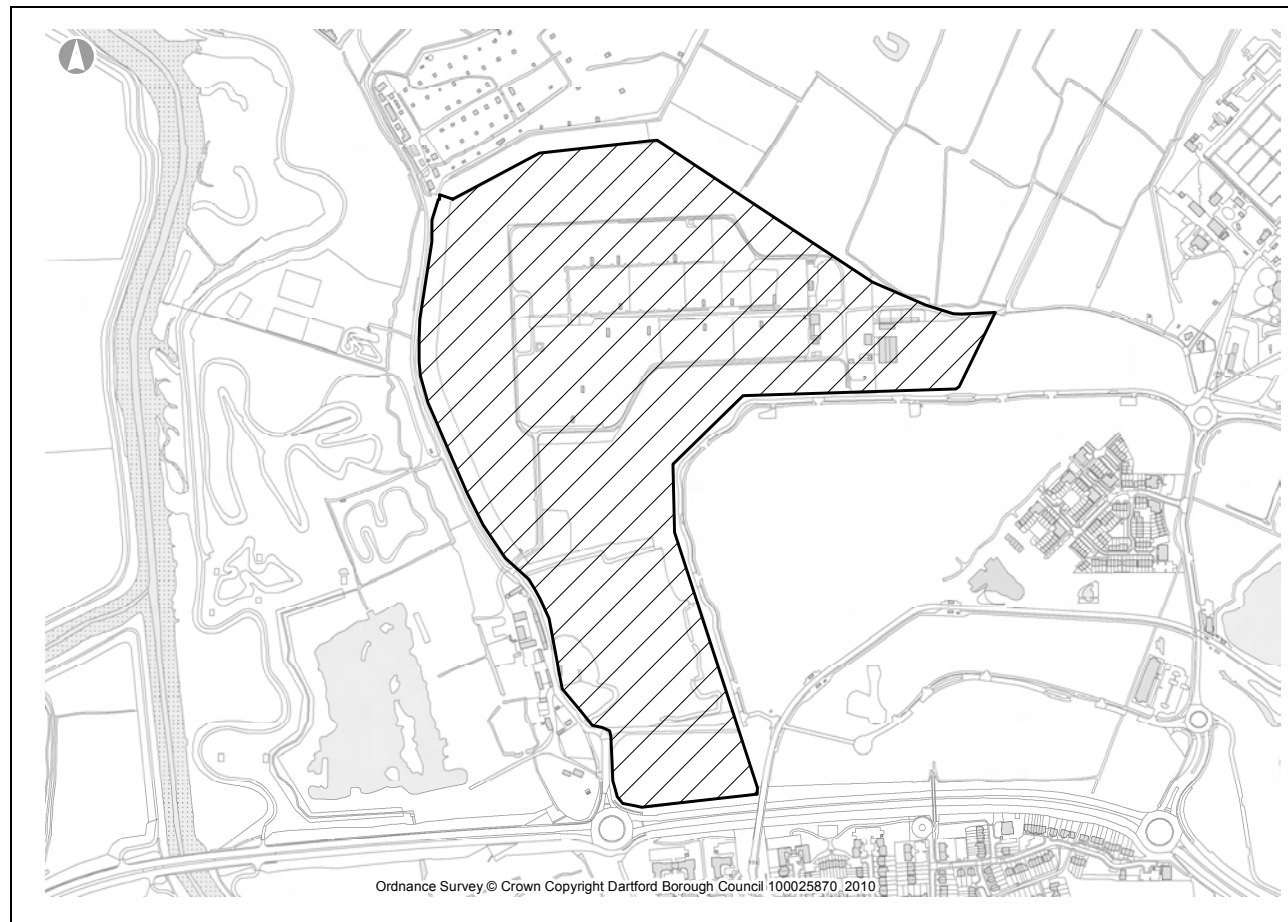
Map 21: Land adjacent to Swan Business Park



Map 22: Land between Crayford Creek and Dartford



Map 23: Land to the West of Joyce Green Hospital site (now known as land at University Site Joyce Green)



APPENDIX 6 : GLOSSARY

Term	Description
A2 Use Class	Under the Town and Country Planning (Use Classes) Order 2005, A2 Use Class refers to financial and professional services, including banks, building societies, estate agents and betting offices.
Air Quality Management Areas (AQMAs)	An area where national air quality objectives are not being achieved. A Local Air Quality Action Plan is usually in place with the aim of improving air quality.
Ancillary Use	A use which is incidental to and only exists as a subsidiary to a predominant use on a site.
Annual Monitoring Report (AMR)	The report, published once a year, assesses the implementation and outcomes of policies and proposals in local plan document. It is part of the Local Development Framework.
Affordable Housing	Housing provided where the rent or price is reduced, directly or indirectly, by means of public or private subsidy.
Affordable Housing Viability Assessment	A study examining the extent to which private residential sites can deliver affordable housing whilst remaining financially viable.
Area of Special Character	Areas in the Borough which have individual local character and historic interest, although not meriting formal Conservation Area status.
Area of Special Residential Character	Residential areas in the Borough which have individual local character and historic interest, although not meriting formal Conservation Area status.
Archaeology Strategy (or Framework)	A strategy that provides detailed guidance on protecting and managing the archaeological resource of an area.
Archaeological Watching Brief	A programme of observation and investigation to record archaeological remains (where present) during ground works within an area which has potential to contain archaeological finds.
Biodiversity Action Plan (BAP)	A plan promoting the conservation and enhancement of biodiversity. It identifies actions for the conservation, restoration and enhancement of threatened habitats and species and identifies appropriate delivery mechanisms.
Biodiversity Corridors	Continuous areas of land or 'stepping stones' that provide suitable habitats to allow species migration between areas.
Biodiversity Opportunity Areas (BOA)	Priority areas where the delivery actions of a Biodiversity Action Plan (BAP) are to be focused.
Brownfield Site	See "Previously Developed Land"
B1, B2 and B8 Use Class	Defined in the Town and Country Planning (Use Classes) Order 2005 as : B1: business, covering general offices (other than those uses within Class A2), light industry and research and development uses that can be carried out in residential areas. B2: General Industrial (other than those uses within Use Class B1) B8: Storage or Distribution
Building Research Establishment Environment Assessment Method (BREEAM)	A measure used to describe the environmental performance of non-residential buildings. Assessment is based on Management, Health and Wellbeing, Energy, Transport, Water, Materials and Waste. The overall rating is on the scale of Pass, Good, Very Good, Excellent and Outstanding.
Combined Heat and Power Plant (CHP)	A form of decentralised energy supply providing heat and electricity at the same time. CHP's overall fuel efficiency can be around 70-90% of the input fuel, as

	compared to up to around 40-50% efficiency for conventional power stations.
Community Infrastructure Levy (CIL)	A levy that local authorities can choose to charge on new developments in their area. The money can be used to fund infrastructure necessary to support development.
Community Woodland	Woodland to which the public has free access for informal recreation.
Comparison Retail	Shops selling items not bought on a frequent basis and often involve comparison between different items and brands, for example clothes and electrical goods.
Compulsory Purchase Order (CPO)	A legal provision that allows specified bodies to purchase land or property without the consent of the owner, where public betterment can be demonstrated, for example, where a piece of land is necessary to enable the implementation of a road scheme or major redevelopment.
Conservation Area	An area of special architectural and/or historical interest, the character or appearance of which it is desirable to preserve or enhance as a whole.
Convenience Retail	Shops selling everyday essential items, such as food, drink, newspapers and confectionery.
Code for Sustainable Homes (CSH)	The national standard for the sustainable design and construction of new homes. The sustainability of a new home is measured in nine categories, covering Energy/CO2 emissions, Water, Materials, Surface Water Runoff (flooding and flood prevention), Waste, Pollution, Health and Well-being, Management and Ecology. The Code is based on a scale of Code Level 1 to 6. In the case of energy, Code Level 3 is the mandatory requirement at May 2011, with Code Level 6 being 'zero carbon'.
Decentralised Energy Supply	Energy supply from local renewable and local low-carbon sources usually on a relatively small scale. The term covers a diverse range of technologies, including micro-renewables, which can serve an individual building, development or wider community and includes heating and cooling energy.
Dartford Borough Council (DBC)	The Local Authority for the Borough of Dartford.
Dartford Greenheart	A package of enhancements centred on Central Park and the Darent Valley helping bring the countryside into the urban area. Projects in Central Park include new bridges across the River Darent, an Edwardian-style bandstand, a visitor centre and tearoom, waterplay feature, skatepark, an ecology island and on the Darent Valley Path include underpasses at Princes Road and at Mill Pond Road.
DEFRA	Department for Environment, Food and Rural Affairs (DEFRA).
Density (residential)	The number of homes per unit area of land, usually measured in terms of dwellings per hectare (ha). References in the Core Strategy to residential density refer to "net site density", as defined in PPS3. This includes access roads within the site, private garden space, car parking area, incidental open space and landscaping, and children's play areas.
Development	Defined in the Town and Country Planning Act 1990 (section 55) as "The carrying out of building, engineering, mining or other operations, in, on, over or under land, or the making of any material change in the use of any buildings or other land."
Development Control /Management	The process whereby a local planning authority determines whether to approve or refuse a planning application.
Development Brief	Document providing information to guide development on a site, including acceptable uses on the site, design, constraints and other planning requirements.
Development Plan	The statutory plan for the area containing planning policies and land use proposals. As at May 2011, this comprises the South East Plan (Regional Spatial Strategy) (expected to be abolished), the Kent Waste Local Plan saved policies, the Kent Minerals Local Plan saved policies and the saved policies in the Adopted

	Dartford Local Plan (1995). The Core Strategy will form part of the development plan, once adopted. Local Development Framework documents will eventually replace saved policies in the adopted Local Plan.
Development Plan Document (DPD)	Documents in the Local Development Framework which contain site specific proposals or land use policies. DPD's form part of the development plan and are subject to statutory regulations in their preparation and examination.
Development Management DPD	A development plan document containing policies that will guide development control decisions and set standards and criteria to which new development is expected to adhere, on matters such as the quality of the built and natural environment.
District Centre	Usually comprise a group of shops containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.
Environment Impact Assessment (EIA)	Under the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988, specified developments are to be accompanied by an environmental statement, evaluating the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.
Environment Agency	A government agency responsible for pollution control, waste regulation, water resources, flood defence and recreation, conservation and navigation of inland waterways.
Exception Test	Where vulnerable development is being considered in a flood risk area, the Exception Test must be applied following application of the Sequential Test (see below) to determine whether the level of risk is acceptable. The Exception Test consists of three criteria, all of which must be satisfied for development in a flood risk area to be considered acceptable. These are: a) wider sustainability benefits outweigh the flood risk; b) the development is on previously developed land, or if not, there is no such alternative land available; c) the development must be safe, not increase flood risk elsewhere, and, where possible, reduce flood risk overall.
Family Housing	Homes with two or more bedrooms.
Fastrack	A fast and high quality bus network in Kent Thameside, serving the major development sites and linking residential areas with public transport interchanges, employment areas and the main shopping centres. It operates on a dedicated "track" consisting of bus-only roads, on-street bus lanes and priority at junctions.
Flood Zones	The categorisation of land into three zones according to the probability of river and sea flooding (ignoring the presence of defences). Zone 1 has the lowest probability of flooding, Zone 2 has a medium probability of flooding and Zone 3 (a and b) has the highest probability of flooding.
Flood Risk Assessment (FRA)	An assessment of risk of flooding. There are two types of flood risk assessments: <ul style="list-style-type: none"> • Strategic Flood Risk Assessment (SFRA) addresses flood risk at a strategic level, usually at the level of a local planning authority or wider area. • Site-specific Flood Risk Assessment (FRA) is required where development is proposed on site that are known to be at risk of flooding (within Flood Zones 2 or 3a). Detailed government guidance is provided in Planning Policy Statement (PPS) 25 Development and Flood Risk.
Fluvial Flood Plain	Area liable to flooding by a river on average once every one hundred years, or the worst recorded instance of a river's flood.
Freshwater Habitats	Freshwater habitats include both flowing (rivers) and standing waters (reservoirs, lakes, ponds, lochs).

Grazing Marsh	Defined in the UK Biodiversity Action Plan as periodically inundated pasture, or meadow with ditches, which maintain the water levels.
Green Belt	An area of open country encircling Greater London in which development is strictly controlled, giving definition to the built-up area and limiting urban sprawl.
Greenfield site	A site which has not previously been developed. Greenfield land may also include land which was previously developed, but where the remains of any structure or activity have blended into the landscape in the process of time. All agricultural land and buildings are classified as Greenfield land.
Green Infrastructure	A connected network of accessible multi-functional green spaces in urban areas and the countryside that is planned and managed to deliver the widest range of environmental and social benefits.
Green Grid	The term used to define the linked network of public open spaces in Kent Thameside.
Ground Source Heat Pump (GSHP)	GSHP is a central heating and/or cooling system that pumps heat to or from the ground. It uses the earth as a heat source (in the winter) or a heat sink (in the summer).
Groundwater	Water that is below the surface of ground in the saturation zone.
Groundwater Source Protection Zone	Geographic areas defined by the Environment Agency which reflect the varying risk of contamination of groundwater that will eventually be taken into the public water supply. Dartford's Groundwater Source Protection Zones are shown in Core Strategy Appendix 5 Proposals Map 11. Development in these zones should have regard to the Environment Agency's Groundwater Protection policy and practice document.
Habitats Regulations Assessment	Where policies or proposals are likely to have a significant effect on sites of European importance for habitats or species, an assessment is required under European regulations to evaluate the impacts on the integrity of those sites and define mitigation measures to address them.
Highways Agency	The government agency responsible for strategic highways, ie motorways and trunk roads.
Homes and Communities Agency (HCA)	The government's national housing and regeneration body.
Housing Need	Housing required for households who are unable to access suitable housing on the open market without financial assistance or subsidy.
Housing Demand	Housing required to meet the demand from households that are willing and able to buy or rent on the open market.
In-kind	A non-financial contribution towards the provision of facilities or infrastructure, usually through the direct delivery of these by the developer, where they are required to make development acceptable.
Infilling	Development of housing or other buildings on sites which are an integral part of the existing urban fabric.
Infrastructure	A collective term for physical community and green space provision, including built structures and services such as roads, public transport, electricity, sewerage, water, schools, health facilities and recycling and refuse facilities.
Infrastructure Delivery Plan (IDP)	Provides details of the infrastructure needed to support the delivery of the Core Strategy and the means by which it will be delivered.
Integrated Ticketing	A single ticket that can be used seamlessly on different parts of the local public transport network, for example on both buses and trains.
Intermediate Housing	Housing at prices and rents above those of social rent but below market prices or rents. This can include shared equity products (e.g. HomeBuy), and intermediate rent. It is defined in PPS 3 (Housing)

Intertidal Habitats	In the UK, typically comprises mudflat and saltmarsh habitats, which are recognised as key feeding and roosting grounds for birds.
Job Density	Office for National Statistics defines jobs density as the number of jobs in an area divided by the number of people of working age (16-64) resident in that area.
Kent Design Guide	Sets out a locally based approach to good design in order to guide and shape high quality development. The guide is produced and maintained by Kent County Council in collaboration with Kent district councils including Dartford Council.
Kent and Medway Structure Plan	Prepared by Kent County Council, the Structure Plan sets out the strategic planning policies for the whole county. This tier of plan was abolished under the Planning and Compulsory Purchase Act 2004.
Kent Minerals and Waste Core Strategy	A series of documents prepared by Kent County Council setting out the strategy for mineral provision and waste management in Kent. Once adopted, it will form part of Dartford's Development Plan.
Kent Thameside	Those parts of the Boroughs of Dartford and Gravesham north of the A2 which form part of the Thames Gateway.
Kent Thames Gateway	That part of the Thames Gateway that stretches along the Thames Estuary in Kent, including areas of Dartford, Gravesham, Medway and Swale.
Knowledge-based Economy	Economic activity based on the production, distribution and use of knowledge and information by organisations, combining ICT (information and communications technology) and highly skilled labour to exploit scientific, technological and creative knowledge networks.
Land-Use Disposition Plans	A type of Masterplan identifying land use across a site.
Lifetime Homes Standards	A specification for the design of homes comprising sixteen criteria to make homes more accessible and adaptable for use at different stages in life, including when mobility is limited.
Listed Building	Building or other structure of special architectural or historic interest included on a statutory list and assigned a grade (I, II* or II).
Local Centre	A range of small shops serving a local catchment area. Typically, local centres might include a small supermarket, a newsagent, a sub-post office and a pharmacy. In rural areas, large villages may perform the role of a local centre.
Local Development Documents (LDDs)	All documents (statutory and non-statutory) making up the Local Development Framework.
Local Development Framework (LDF)	The combination of local development documents which will provide the planning and land use framework for the area and guide future development.
Local Development Scheme (LDS)	A document setting out the content and timetable for the preparation of the documents within the Local Development Framework.
Local Transport Plan	Document prepared by Kent County Council setting out the allocation of resources for local transport capital expenditure over a five-year period.
Local Wildlife Sites	Identified by Kent Wildlife Trust, these are areas which are important for the conservation of wildlife in the administrative areas of Kent and Medway. These were previously known as Sites of Nature Conservation Interest (SNCIs).
Mandatory Requirement for Energy and Water	Statutory requirements set out in Building Regulations Part L (energy efficiency) and Part G (water efficiency).
Managing the Marshes	A project aiming to recognise and restore the value of Erith, Crayford and Dartford Marshes, through enhancement of biodiversity restoration of a sustainable ecosystem, improved public access and community engagement.
Masterplan	A plan which provides comprehensive guidance on the overall development of a (usually large) site setting out the mix and arrangement of future land uses, and may also include design principles, landscaping, built form, infrastructure, circulation, and integration with the surrounding context. Masterplanning is usually

	undertaken as an intermediate stage between policy allocation and the submission of a detailed planning application.
Mitigation	Appropriate measures which, as a minimum, offset any adverse impacts of a proposed development.
Mode (of travel)	The means of transport used, such as car, bus, train, walking, cycling etc
National Nature Reserves (NNRs)	Areas of national or international importance for nature, which are owned or leased by English Nature or a body approved by them, or managed in accord with Nature Reserve Agreements.
Off-site improvement	Physical improvements or financial contribution provided by a developer for improvements outside the boundaries of a development, where the improvement is required to mitigate the impact of the development.
Passive Solar Design	The use of the sun's energy for the heating and cooling of living spaces, taking advantage of the natural energy derived from exposure to the sun.
Photovoltaic (PV) energy	A method of generating electrical power by converting solar radiation into direct current electricity.
Planning Brief	A document normally prepared by the Council which provides guidance on the development of a site. It sets out policy requirements, other planning requirements and site constraints.
Planning Obligations	See Section 106 Agreement.
Planning Policy Statement/Guidance (PPS/PPG)	Government policy and guidance in relation to particular aspects of planning. Core Strategies and other Development Plan Documents are required to conform with these.
Previously Developed Land (PDL)	Land that is or was occupied by a permanent structure (excluding agricultural or forestry buildings). Previously-developed land may occur in both built-up and rural settings. A precise definition is included in PPS3 'Housing'.
Priority Area	As defined in this Core Strategy, these are broad locations for development where the majority of future development in the Borough will take place.
Priority Habitats and Species	Rare and threatened species and habitats that are identified in the UK Biodiversity Action Plan priority list. Kent Biodiversity Action Plan includes a list of Priority Habitats and Species that are found in Kent.
Proposals Map	An Ordnance Survey based map showing policies and proposals contained in development plan documents.
Public Realm	The space between and surrounding buildings and open spaces that are accessible to the public, including streets, pedestrian areas, river frontages etc.
Public Rights of Way	Routes that allow the public a legal right of passage, usually on foot.
Public Open Space	Land, such as parks, playing fields and informal recreation spaces to which the public has free unrestricted access.
Rainwater Harvesting	A system that collects rainwater for re-use, rather than allowing it to drain away.
Regional Planning Guidance 9, 9a, and 9b	These refer respectively to government planning policy for the South East (2001), the Thames Gateway Planning Framework (1994) and Strategic Guidance for the River Thames. These were replaced in whole or part by the South East Plan (2009) under the Planning and Compulsory Purchase Act 2004.
Regional Spatial Strategy	Set out strategic policies for the development and use of land for each region. The government has stated its intention to abolish these through the Localism Bill. The relevant Regional Spatial Strategy for Dartford is South East Plan which was adopted in May 2009.
Registered Social Landlords (RSLs)	Independent, not-for-profit private sector organisations providing affordable housing.
Retro-fitting	Improvement of energy/ water efficiency and/ or installation of renewable or

	decentralised energy in existing homes and buildings.
S41 Species	Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 requires the publication of a list of habitats and species which are of principal importance for the conservation of biodiversity in England. There are currently 56 habitats and 943 species on the S41 list.
Saved policies	Policies from the old system of Local Plans which are “saved” until they are replaced by policies in Local Development Framework documents.
Safeguarding	Land “allocated”, “reserved” or “set aside” for a particular use.
Scheduled Monuments	A structure identified for protection in a schedule compiled by English Heritage under the Ancient Monuments and Archaeological Areas Act.
Secondary Regional Centre	Town centres of sub-regional importance. Defined in the South East Plan as part of the strategic network of town centres across the region. Dartford Town Centre is the only such centre in Dartford Borough.
Section 106 Agreement	A legal agreement relating to a planning permission, whereby an applicant agrees to certain conditions relating to the development, for example implementation of or contribution towards provision (e.g. a new road) which is necessary to make the development acceptable.
Section 278 Agreement	A legal agreement allowing developers to make alterations or improvements to the Public Highway. Works covered by this type of agreement can include new access into a development site. A Section 278 Agreement may also be required for works such as a new signalised pedestrian crossing or improvements to existing junctions close to the development site.
SEEDA	The South East England Development Agency (SEEDA) is the government funded agency responsible for the economic and social development of South East. The agency is to be abolished in March 2012.
Sequential Approach	A planning principle that defines a preference for the allocation or development of certain types of sites or locations before others. For example the preferred sequence for retail development is firstly town centres, followed by edge of centres, before out of centre is considered. Under this approach, it must be demonstrated that there are no available sites in preferable locations before a less preferable location is considered for development.
Sequential Test/ PPS25 Sequential Assessment	An assessment process, as guided by PPS 25 Development and Flood Risk, to direct more vulnerable uses (such as housing) firstly to those sites at the least risk of flooding, before higher risk sites are considered.
Shared Ownership	Where the ownership of a property is shared, usually between a Registered Social Landlord (RSL) and a private purchaser.
Sites of Special Scientific Interest (SSSI)	SSSIs are designated by English Nature under the Wildlife and Countryside Act 1981, and consist of areas that are important in the national context for their flora, fauna, geological or physiographical features.
Solar Thermal Energy	A solar collector absorbing heat from the sun’s radiation to warm water stored in a water cylinder. This hot water is usually used for domestic purposes.
South East Plan	The South East Plan is the regional spatial strategy for the South East region. It sets out strategic policies for the development and use of land in the region. The government has stated its intention to abolish regional spatial strategies.
Social Rented Housing	PPS3 defines social rented housing as ‘rented housing owned by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime’.
Strategic Housing Land Availability Assessment (SHLAA)	Identifies sites with potential for residential development and assesses their suitability for housing and likelihood of delivery within the plan period.
Strategic Housing	Analyses the characteristics of a housing market area, identifies the factors

Market Assessment (SHMA)	influencing the future housing market, and considers future housing requirements in the area.
Strategic Flood Risk Assessment	See Flood Risk Assessment.
Strategic Transport Infrastructure Programme (STIP)	A programme of transport schemes identified to support and enable the planned development across Kent Thameside.
Sui Generis	Uses which do not fall into specific classes. These include theatres, amusement arcades, launderettes and dry cleaners, petrol filling stations, car showrooms, taxi and vehicle hire businesses and scrapyards.
Supplementary Planning Document / Guidance (SPD/ SPG)	These provide more detailed guidance and advice to supplement policies in development plan documents. They do not form part of the statutory development plan and are not subject to independent examination but are subject to consultation and are a material consideration in determining planning applications.
Surface Water Run-off	Water flow over the ground surface to the drainage system. This occurs if the ground is impermeable, is saturated or if rainfall is particularly intense.
Sustainability Appraisal	A tool for appraising policies and proposals to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors). It is a statutory requirement that they are undertaken for all development plan documents
Sustainable Community Strategy	A local authorities cross-cutting vision, objectives and action plan for the achievement of sustainable communities, promotion of the economic, social and environmental well-being of communities and tackling of local needs.
Sustainable Development	A concept defined by the Brundtland Commission (1987) as "development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations".
Sustainable Drainage Systems (SUDS)	A system for the collection, storage and cleansing of surface water and slow release back into the environment. SUDS reduce the effects of flooding and pollution from drainage as compared to conventional drainage systems. Systems typically could incorporate wetlands and ponds, swales, permeable surfaces and water harvesting plus many other practices and facilities.
Sustainable (Environmental) Technologies	The application of environmental science to conserve the natural environment and resources, and to curb the negative impacts of human involvement.
Sustainable Travel Pattern	A pattern of development, including the arrangement of land uses and their relationship to public transport, walking and cycling facilities, which reduces the need to travel or maximises opportunities for non-car travel.
Travel Plan	A plan that promotes sustainable travel, e.g. walking, cycling, public transport and contains a set of measures specifically tailored to a site or organisation's transport characteristics with the aim of reducing car use.
Thames Estuary 2100 Project (TE 2100)	A project led by the Environment Agency to develop a long-term strategic flood risk management plan for London and the Thames Estuary.
Thames Gateway Area	The UK's largest economic development and regeneration area, stretching for 40 miles along the Thames Estuary from the London Docklands to Southend in Essex and Sheerness in Kent.
Thames Gateway Parkland	A strategy seeking to regenerate and develop urban and rural open spaces which are connected together to create an accessible and coherent landscape.
Trunk Road	Primary roads maintained by the Highways Agency that are the recommended route for long-distance and freight traffic.
Water Neutrality	A concept which aims to ensure that total water use after development has taken place does not exceed the total water use before development.
Water Source	See Groundwater Source Protection Zones.

Protection Zones	
Wheelchair Accessible Housing	Homes built for use by people in wheelchairs, allowing either immediate occupation by a wheelchair user or easy adaptation when the need arises.
Windfall Site	A site unexpectedly becoming available for development that has not been identified for development within the plan process.
Zero and Low Carbon Technologies	Technologies that emit low levels of CO2 emission or no net CO2 emission. Examples include: Solar hot water, photovoltaic panels, small scale hydro power, wind turbines, biomass heaters and boilers, biomass CHP, Ground Source Heat Pump, Geothermal energy and Gas-fired CHP. This list is not exclusive.
Zero Carbon (Homes)	Zero carbon homes are built with high levels of energy efficiency and utilisation of renewable energy supply, so as to achieve zero carbon emissions. The Government target is that all new homes from 2016 will achieve net zero carbon emission over the course of a year.
Water Directive Framework (WDF)	The Directive seeks to protect and improve the water environment for people and wildlife and promote the sustainable use of water. It applies to all surface water bodies, including lakes, streams, rivers and groundwater. The aim of the WDF is for all water bodies to reach good status by 2027.