

**Appendix 2: Relevant Plans Review**

| Dartford Core Strategy 2006-2011   |  |
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| Aim of the document  | Elements of the plan that could cause 'in-combination' effects   |
| <p>The Dartford Core Strategy will be the key Development Plan Document within the Dartford Local Development Framework (LDF). The Core Strategy sets the LDF's long-term spatial Vision and Strategic Objectives for development planning and it considers the options available through the planning system to the Council and communities in the Dartford Borough area.</p> | <p>The strategy (Preferred Options document) sets out: <i>A spatial Vision for future development within Dartford Borough to 2026 Strategic Objectives</i> for the Local Development Framework Preferred Policy Approaches relating to: spatial strategy, balanced development, creating strong and prospering communities and sustainable growth. It considers:</p> <ul style="list-style-type: none"> <li>▪ Housing growth – associated development/ construction and ongoing pressures from increased population e.g. recreation</li> <li>▪ Provision of employment, potential impacts on air quality, soil and water, growth in requirement for waste management</li> <li>▪ Enhanced transport infrastructure, potential impacts on air, water, land, landscape and townscape</li> </ul> |

| Gravesham Core Strategy 2026 – A Vision for the Future  |   |
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| Aim of the document   | Elements of the plan that could cause ‘in-combination’ effects  |
| <p>The Gravesham Core Strategy will be the key Development Plan Document within the Gravesham Local Development Framework (LDF). The Core Strategy sets the LDF’s long-term spatial Vision and Strategic Objectives for development planning and it considers the options available through the planning system to the Council and communities in the Gravesham Borough area.</p> | <p>The strategy will set out:<br/>The broad pattern of development across the Borough over the next 20 years and how this will be achieved.</p> <p>The key spatial objectives that will underpin the LDF Core Strategy are:</p> <ul style="list-style-type: none"> <li>▪ Delivering the Major Development Sites;</li> <li>▪ Employment; Housing; Retail;</li> <li>▪ Culture, Leisure and Tourism;</li> <li>▪ Community Infrastructure;</li> <li>▪ Built Environment;</li> <li>▪ Heritage and the Historic Environment;</li> <li>▪ Green Infrastructure;</li> <li>▪ Transport and Air Quality;</li> <li>▪ Climate Change, Sustainable Development and Renewable Energy;</li> <li>▪ Flood Risk;</li> <li>▪ Water Supply and Quality;</li> <li>▪ Thames Riverside; The Countryside and</li> <li>▪ Rural Settlements.</li> </ul><br><ul style="list-style-type: none"> <li>▪ Housing growth – associated development/ construction and ongoing pressures from increased population e.g. recreation</li> <li>▪ Provision of employment, potential impacts on air quality, soil and water, growth in requirement for waste management</li> <li>▪ Enhanced transport infrastructure, potential impacts on air, water, land, landscape and townscape</li> </ul> |

| <b>Kent Local Transport Plan 2006-2011</b>  |   |
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| <b>Aim of the document</b>  | <b>Elements of the plan that could cause 'in-combination' effects</b>   |
| <p>The document sets out the vision for transport in Kent and how this will be achieved</p>   | <p>Increase road maintenance to improve road quality, increase public transport and reduce traffic flows,</p> <ul style="list-style-type: none"> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Increase traffic generation</li> <li>▪ Increase in waste</li> <li>▪ Potential impacts on air, noise and water pollution</li> <li>▪ Increased access to sites via public transport</li> <li>▪ Site disturbance</li> </ul>   |
| <b>Creating Sustainable Communities: Greening the Gateway; a Greenspace Strategy for Thames Gateway (ODPM/DEFRA 2004)<br/>Creating Sustainable Communities: Greening the Gateway: Implementation Plan (ODPM/DEFRA 2005)</b>   |   |
| <b>Aim of the document</b>  | <b>Elements of the plan that could cause 'in-combination' effects</b>   |
| <p>The objectives:</p> <ul style="list-style-type: none"> <li>▪ that a network of varied and well-managed greenspace should be the setting for new and existing residential and commercial areas;</li> <li>▪ that the landscape should be regarded as functional green infrastructure, recognising a wide range of potential benefits from healthy recreation, to wildlife protection and enhancement, to flood risk management.</li> </ul> | <p>Encouraging inclusiveness and integration (integrating landscapes, private and public, green and built), protecting local character and distinctiveness, protecting designated sites (from SAMs to local and international ecological designations), habitat restoration and creation, a dynamic landscape (land management should be responsive, making use of temporary brown field sites, and combining greenspace with flood management, etc).</p> <ul style="list-style-type: none"> <li>▪ Housing growth – associated development/ construction and ongoing pressures from increased population e.g. recreation</li> <li>▪ Enhanced transport infrastructure, potential impacts on air,</li> </ul> |

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|  | <p>water, land, landscape and townscape</p> <ul style="list-style-type: none"> <li>▪ Increased recreational pressures</li> </ul> |
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| <b>Waterfronts and Waterways in Kent Thameside – A Strategic Agenda 2005</b>  |   |
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| <b>Aim of the document</b>  | <b>Elements of the plan that could cause ‘in-combination’ effects</b>   |
| <p>The paper represents a synopsis of the issues and opportunities of the Kent Thameside area raised by stakeholders and relevant Government Agencies. The Kent Thameside Delivery Board aims to provide the strategic leadership required to secure optimal use of this unique asset, and to create a waterfront to international standards.</p> | <p>The principal waterfront opportunity sites in Kent Thameside are:</p> <ul style="list-style-type: none"> <li>▪ River Darent – neglected site with little public access, proposed plans recommend a mix of employment, retail and residential uses with landscaped promenade linking the town centre.</li> <li>▪ Dartford Marsh – enormous potential as major open space due to designation as potential SSSI.</li> <li>▪ Dartford Wharves and Ports – stakeholders wish to see these ports safeguarded for continued operational use.</li> <li>▪ Greenhithe and Swanscombe Peninsula West – valued asset should be maintained for river related use.</li> <li>▪ Swanscombe Peninsula East and Northfleet Embankment – conflict between industrial and residential use, problems with access</li> <li>▪ Gravesend Town Centre – proximity to waterfront gives major advantage over other Thames Gateway towns.</li> <li>▪ The Canal Basin Area and the Thames and Medway Canal – important feature in terms of local heritage, recreation potential and nature conservation.</li> <li>▪ Blue Lake – major landscape feature provide dramatic setting for business/office space leisure development.</li> </ul><br><ul style="list-style-type: none"> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Increase in waste</li> </ul> |

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|  | <ul style="list-style-type: none"> <li>▪ Increase in abstraction rates and water use</li> <li>▪ Potential impacts on air, noise and water pollution</li> <li>▪ Indirect effects via recreation</li> <li>▪ Obstruct foraging routes</li> <li>▪ Reduced area of adjacent habitats</li> <li>▪ Increased access to sites via public transport</li> <li>▪ Site disturbance</li> <li>▪ Increase traffic generation</li> <li>▪ Pollution from runoff</li> </ul> |
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| Thames Estuary 2100 Project (TE2100)  |  |
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| Aim of the document   | Elements of the plan that could cause 'in-combination' effects   |
| <p>The Environment Agency's Thames Estuary 2100 project (TE2100), is developing a tidal flood risk management plan for London and the Thames estuary.</p> | <p>Tidal defences in the context of the wider Thames Estuary setting; Assessing the useful life of the existing defences and gaining an understanding of the 'drivers' (i.e. climate change, urban development, social pressures and the environment); Inform and gain support of political and funding partners and stakeholders; and Prepare and manage a programme of studies (linked with consultation) that will eventually lead to a strategy for flood risk management in the Thames Estuary for the next 100 years</p> <ul style="list-style-type: none"> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Potential impacts on air, noise and water pollution</li> <li>▪ Reduced area of adjacent habitats</li> <li>▪ Site disturbance</li> <li>▪ Pollution from runoff</li> </ul> |

| Thames Gateway Strategic Framework Interim Report: Key Points, Policy Framework, Development Prospectus/Technical Annex 2006   |  |
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| Aim of the document  | Elements of the plan that could cause 'in-combination' effects   |
| <ul style="list-style-type: none"> <li>▪ The Interim Report describes in more detail what is planned for the three sub-regions of the Gateway (London, South Essex and North Kent) and what developments are going to happen when with supporting information and links to data sources and other research.</li> </ul> | <p>The strategy will build on the following opportunities:</p> <ul style="list-style-type: none"> <li>▪ <b>economic opportunity</b> in the key transformational locations – Canary Wharf, Ebbsfleet Valley, the Olympic site/Stratford City and the Gateway Ports cluster</li> <li>▪ <b>housing opportunity</b> to accommodate the region’s growing workforce and improve conditions for current residents</li> <li>▪ <b>employment opportunity</b> in town centres and in key regeneration areas, developing the potential in local businesses and brownfield sites</li> <li>▪ <b>environmental opportunity</b> through the creation of the Thames Gateway Parklands and new approaches to addressing climate change and flood risk</li> <li>▪ <b>community opportunity</b> through investment in education and training, better quality public services and support for inclusive communities.</li> </ul><br><ul style="list-style-type: none"> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Increase in waste</li> <li>▪ Increase in abstraction rates and water use</li> <li>▪ Potential impacts on air, noise and water pollution</li> <li>▪ Indirect effects via recreation</li> <li>▪ Obstruct foraging routes</li> <li>▪ Reduced area of adjacent habitats</li> <li>▪ Increased access to sites via public transport</li> </ul> |

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|  | <ul style="list-style-type: none"> <li>▪ Site disturbance</li> <li>▪ Increase traffic generation</li> <li>▪ Pollution from runoff</li> </ul> |
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| <b>Thames Gateway Interim Plan 2006</b>   |   |
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| <b>Aim of the document</b>  | <b>Elements of the plan that could cause 'in-combination' effects</b>   |
| <p>This document is Government and The Thames Gateway Strategic Partnerships statement of common purpose that reflects their ambitions for the Gateway and how they will work together to achieve them. It aims to build on the opportunities offered by the Gateway.</p> | <p>A statement of common purpose that reflects ambitions for the Gateway, it explains how they will build on the opportunities it offers including economic opportunity in key locations and housing opportunity to accommodate the region's growing workforce.</p> <ul style="list-style-type: none"> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Increase in waste</li> <li>▪ Increase in abstraction rates and water use</li> <li>▪ Contribution to traffic generation</li> <li>▪ Potential impacts on air, noise and water pollution</li> <li>▪ Indirect effects via recreation</li> <li>▪ Obstruct foraging routes</li> <li>▪ Reduced area of adjacent habitats</li> <li>▪ Increased access to sites via public transport</li> <li>▪ Site disturbance</li> <li>▪ Increase traffic generation</li> <li>▪ Pollution from runoff</li> </ul> |

| Thames Gateway The Delivery Plan 2007  |  |
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| Aim of the document  | Elements of the plan that could cause 'in-combination' effects   |
| <p>The Plan provides a framework for making the best use of public investment, local ownership, big project expertise and private sector entrepreneurship, while also setting out a proposed spending programme for 2008-11.</p> | <p>The Plan is structured around the three driving forces for positive change in the Gateway: a strong economy, improvements in the quality of life for local communities and the development of the Gateway as an eco-region.</p> <ul style="list-style-type: none"> <li>▪ Enhanced transport network between the four spatial transformers, potential impacts on air, water, land, landscape and townscape</li> <li>▪ The development of the new Estuary Path which will run along both banks of the river could increase recreational pressure.</li> <li>▪ The Plan also supports the mixed-use development proposed as part of the Kent Thameside Waterfront Development.</li> </ul> |

| Strategic Planning Guidance for the River Thames – RPG3B/9B 1997  |  |
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| Aim of the document   | Elements of the plan that could cause 'in-combination' effects   |
| <p>Sets out the Governments planning policies for the River Thames and gives formal planning guidance to local planning authorities. Guidance presents a vision for the river to enhance its status and vitality and develop and exploit its potential.</p> | <p>For the built environment:</p> <ul style="list-style-type: none"> <li>- Enhance vitality of river front development potential and attract a range of users. Regenerate redundant land.</li> </ul> <p>River and Riverside</p> <ul style="list-style-type: none"> <li>- Encourage transport potential of river.</li> <li>- Promote the river for recreational purposes.</li> <li>- Maintain and improve public access to, along and across the river.</li> </ul> <ul style="list-style-type: none"> <li>▪ Construction process – direct impacts and knock on effects</li> </ul> |

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|  | <ul style="list-style-type: none"><li>▪ Contribution to traffic generation</li><li>▪ Contribution to water traffic movement</li><li>▪ Obstruct foraging routes</li><li>▪ Reduced area of adjacent habitats</li><li>▪ Site disturbance</li><li>▪ Increase access to sites</li><li>▪ Potential impacts on air, noise and water pollution</li><li>▪ Indirect effects via recreation</li></ul> |
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| Draft South East Plan; A Clear Vision for the South East 2006  |   |
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| Aim of the document  | Elements of the plan that could cause 'in-combination' effects  |
| <p>The plan outlines how the region will go about responding to challenges facing the area including housing, economy, transport and the conservation of the environment. The aim to sustain the quality of life whilst remaining economically successful and promoting the area as an attractive place to live corresponds to the sustainable approach the region will take in implementing the plan.</p> | <p><u>Housing</u></p> <ul style="list-style-type: none"> <li>▪ Providing at least 60% of new housing on brownfield sites.</li> <li>▪ Increase housing density to an average 40 dwellings per hectare.</li> <li>▪ 15,700 new dwellings in Dartford from 2006 to 2026.</li> </ul> <p><u>Transport and Communications</u></p> <ul style="list-style-type: none"> <li>▪ Managing transport systems to exploit existing capacity combined with an increased investment in public transport, cycling and pedestrian areas.</li> <li>▪ Improving access to international and regional gateways.</li> <li>▪ Accept major future role for road freight but encourage railways to increase share.</li> </ul> <p><u>Natural Resource Management</u></p> <ul style="list-style-type: none"> <li>▪ Improve management of water resources and quality including greater water efficiency and development of new reservoirs.</li> <li>▪ Decrease the risk of flooding including the use of Sustainable Drainage Systems.</li> <li>▪ Protect ancient woodlands and ensure better management and expansion of key wildlife habitats.</li> <li>▪ Improve air quality and noise reduction.</li> <li>▪ Expand the use of renewable energy – setting a target for developers that at least 10% of new developments energy needs are met by renewables.</li> <li>▪ Promote higher energy efficiency.</li> </ul> <p><u>Waste and Minerals</u></p> <ul style="list-style-type: none"> <li>▪ Minimise reliance on landfill through recycling and composting.</li> <li>▪ Provide increased facilities for recycling and recovery.</li> <li>▪ Reduce waste exported from London for disposal in the South</li> </ul> |

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|  | <p>East.</p> <ul style="list-style-type: none"> <li>▪ Promote use of sustainable construction techniques and recycled aggregates.</li> <br/> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Increase in waste</li> <li>▪ Increase in abstraction rates and water use</li> <li>▪ Contribution to traffic generation</li> <li>▪ Potential impacts on air, noise and water pollution</li> <li>▪ Indirect effects via recreation</li> <li>▪ Obstruct foraging routes</li> <li>▪ Reduced area of adjacent habitats</li> <li>▪ Increased access to sites via public transport</li> <li>▪ Site disturbance</li> <li>▪ Increase traffic generation</li> <li>▪ Pollution from runoff</li> </ul> |
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| South East England Regional Assembly Strategy for Energy Efficiency and Renewable Energy 2004  |   |
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| Aim of the document  | Elements of the plan that could cause ‘in-combination’ effects  |
| <p>A regional strategy plan to increase the efficiency of energy use and substantially increase the proportion of energy from renewable sources.</p> | <p>To generate 5.5% of energy from renewable sources by 2010, and by 2026 16%. Kent’s renewable energy target by 2010 is 111MW and by 2016 154 MW. The region has greatest potential to achieve this through onshore wind development. The Thames Estuary is one of three strategic areas identified for offshore wind development.</p> <ul style="list-style-type: none"> <li>▪ Obstruction to birds migratory flight paths</li> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Contribution to traffic generation</li> </ul> |

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|  | <ul style="list-style-type: none"> <li>▪ Obstruct foraging routes</li> <li>▪ Reduced area of adjacent habitats</li> <li>▪ Site disturbance</li> </ul> |
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| <b>The London Plan 2004</b>  |  |
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| <b>Aim of the document</b>   | <b>Elements of the plan that could cause 'in-combination' effects</b>  |
| <p>The London Plan replaces existing strategic guidance, and boroughs' local plans must be in 'general conformity' with it. The London Plan acts as the spatial framework integrating crosscutting themes: the health of Londoners, equality of opportunity and its contribution to sustainable development in the UK. The London Plan is required to take account of the European Spatial Development Perspective and other EU Directives. The London Plan includes sub-regions of which the East London objectives are likely to include in combination effects.</p> | <p>The strategic priorities for the East London sub-region will be to:</p> <ul style="list-style-type: none"> <li>▪ deliver the London element of the government's priority for the Thames Gateway for development, regeneration and transport improvement, while recognising the links with other parts of the Thames Gateway and the London-Stansted-Cambridge corridor</li> <li>▪ identify capacity to accommodate new job and housing opportunities and appropriate mixed-use development</li> <li>▪ maximise the number of additional homes, including affordable housing, by exceeding housing provision targets set out in this plan, and secure mixed and balanced communities</li> <li>▪ ensure that new development is sustainable, safe, secure and well designed. Special attention should be paid to long-term flood risk</li> <li>▪ plan for waste facilities in line with the principle of self-sufficiency, including limited provision to meet part of central London's needs.</li> </ul> <p>East London should plan for a minimum 104,000 additional homes and 249,000 jobs up to 2016.</p> <ul style="list-style-type: none"> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Contribution to traffic generation</li> <li>▪ Increased air, noise and water pollution</li> <li>▪ Increased pressure on abstraction levels</li> </ul> |

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|  | <ul style="list-style-type: none"> <li>▪ Increased levels of effluents</li> </ul> |
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**The East of England Plan**

| Aim of the document   | Elements of the plan that could cause 'in-combination' effects   |
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| <p>Draft spatial strategy to guide development in the East of England for at least the next 20 years to sustain and improve the quality of life for all people who live in, work in, or visit the region, by developing a more sustainable, prosperous and outward-looking region, while respecting its diversity and enhancing its assets.</p> | <ul style="list-style-type: none"> <li>▪ make more use of previously developed land and existing buildings, and use land more efficiently, in meeting future development needs</li> <li>▪ meet the region's identified housing needs, and in particular provide sufficient affordable housing</li> <li>▪ protect and enhance the built and historic environment</li> <li>▪ protect and enhance the natural environment, including its biodiversity and landscape character</li> <li>▪ minimise the environmental impact of travel, by reducing the need to travel, encouraging the use of more environmentally friendly modes of transport, and widening choice of modes</li> <li>▪ minimise the risk of flooding.</li> </ul><br><ul style="list-style-type: none"> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Contribution to traffic generation</li> <li>▪ Increased air, noise and water pollution</li> <li>▪ Increased pressure on abstraction levels</li> <li>▪ Increased levels of effluents</li> </ul> |

| <b>Medway Local Plan 1999</b>  |  |
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| <b>Aim of the document</b>   | <b>Elements of the plan that could cause 'in-combination' effects</b>  |
| Plan sets out the policies and proposals for the control and regulation of development, both general and site specific, and the rationale behind them.   | <ul style="list-style-type: none"> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Contribution to traffic generation</li> <li>▪ Increased air, noise and water pollution</li> <li>▪ Increased pressure on abstraction levels</li> <li>▪ Increased levels of effluents</li> </ul>  |
| <b>Swale Local Plan 2000</b>   |  |
| <b>Aim of the document</b>   | <b>Elements of the plan that could cause 'in-combination' effects</b>  |
| <p>The Swale Borough Local Plan was adopted by the Borough Council in July 2000.</p> <p>Adopted in July 2000, the plan sets out the strategy for the Borough and general Borough-wide policies for the control of development. Also contains the site specific policies and proposals for the areas of Faversham, Isle of Sheppey and Sittingbourne.</p> | <ul style="list-style-type: none"> <li>▪ Construction process – direct impacts and knock on effects</li> <li>▪ Contribution to traffic generation</li> <li>▪ Increased air, noise and water pollution</li> <li>▪ Increased pressure on abstraction levels</li> <li>▪ Increased levels of effluents</li> </ul>  |
| <b>The Adopted Kent and Medway Structure Plan 2006</b>   |  |
| <b>Aim of the document</b>   | <b>Elements of the plan that could cause 'in-combination' effects</b>  |
| Provides strategic guidance for development and includes policies on pollution control.  | Provides for: at, and between, the principal urban areas of Dartford and Gravesend/Northfleet major mixed use developments based on previously developed or other damaged land. Development will be comprehensively planned, including appropriate measures to integrate new development with existing communities, and phased in conjunction with the provision of new highway and public transport infrastructure, community services and facilities, air quality management initiatives, flood defences, and water resources and wastewater treatment infrastructure. |

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|  | <p>Potential in-combination impacts arising from housing and economic development, population growth associated travel and recreational pressures.</p> <ul style="list-style-type: none"><li>▪ Construction process – direct impacts and knock on effects</li><li>▪ Contribution to traffic generation</li><li>▪ Increased air, noise and water pollution</li><li>▪ Increased pressure on abstraction levels</li><li>▪ Increased levels of effluents</li><li>▪ Increased access to sites via public transport</li><li>▪ Site disturbance</li></ul> |
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