

**CORE STRATEGY
PREFERRED OPTIONS 2008**

**PART OF DARTFORD'S
LOCAL DEVELOPMENT FRAMEWORK**

**FULL ASSESSMENT OF
STRATEGIC OPTIONS**

JANUARY 2008

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This paper provides an evaluation of the key strategic options. An initial set of strategic options were used in the preparation of the Core Strategy Preferred Policy Approaches Document 2006. Since then, they have been revisited and replaced by a more realistic and appropriate set of strategic options which focus on nine different issues. These are important for shaping the Borough in the future and deal with the form of development, land uses and activities and their spatial distribution.

Spatial issues focus on:

- 1 where to locate new housing
- 2 how to achieve employment led growth
- 3 what type of development to encourage at Ebbsfleet
- 4 how to regenerate the Thames riverside
- 5 how to achieve high quality housing and sustainable communities
- 6 how to overcome traffic congestion
- 7 how to reduce carbon emissions
- 8 how to create viable rural settlements
- 9 where new retail and leisure should be focussed

The strategic options are assessed below. The evaluation presented here leads to the identification of the Council's **preferred strategic options**. These have been developed into the more detailed Preferred Approaches which are contained in the Core Strategy.

In carrying out the assessment the following evidence and background material has been taken into account:

1. findings from documents that the Council has prepared internally:
 - Dartford's Corporate Plan 2006-2007;
 - Dartford and Gravesham Community Strategy Update 2007-2008;
 - Dartford's Annual Monitoring Report 2006-2007;
 - Dartford Town Centre Area Action Plan Preferred Options Document 2007;
 - Consultation document on Kent Thameside Strategic Transport Programme 2007 and Cabinet Reports July 2007 and January 2008;
 - Housing Land Availability Assessment, Interim Working Document 2008;
 - Open Spaces Technical Paper, Interim Working Document 2008;
 - Rural Issues Technical Paper, Interim Working Paper 2008;
 - Economy and Employment Technical Paper, Interim Working Document 2008;
 - Residents Satisfaction Surveys 2004 and 2005 and Cabinet Report July 2005.
2. findings from local studies, consultants reports and other organisation's technical reports:
 - David Couttie Associates: Draft Housing Needs Study and Market Assessment 2007;
 - Donaldsons: Dartford Retail and Leisure Study 2006;
 - West Kent Primary Care Trust: Health Impact Assessment of the Dartford Town Centre Area Action Plan Preferred Options 2007;
 - Entec: Kent Thameside Strategic Flood Risk Assessment 2006;
 - Halcrow Group Limited: Kent Thameside Water Cycle Scoping Study 2007;
 - Kent Thameside Delivery Board: Waterfronts and Waterways in Kent Thameside 2006;
 - Knight Frank LLP: The Potential of Ebbsfleet, Kent Thameside, as a Future Office Location, 2006;
 - Hotel Solutions: Kent Thameside Hotel Futures 2007;

- Kent Thameside Delivery Board: Looking to an Integrated Future 1999;
 - Thames Estuary Partnership: Thames Strategy East 2005;
 - Glaxo Smith Kline: Marketing Study North Dartford Regeneration Area Planning Framework 2007;
 - Llewelyn Davies, English Partnerships and the Housing Corporation: Urban Design Compendium 2007.
3. results of Enfusion's Sustainability Appraisal work.
4. responses received during previous consultation exercises:
- Making Dartford a Good Place to Live, Issues and Options Leaflet 2005;
 - Donaldson's Public Consultation on Dartford Town Centre and Northern Gateway Area Action Plans Productions Stage Issues and Options 2006;
 - Core Strategy Preferred Policy Approaches Document 2006;
 - Site Specific Allocations Preferred Policy Approaches Document 2006;
 - Dartford Town Centre Area Action Plan Preferred Options Document for Consultation 2007.
5. the policy framework set out in strategic plans, sub-regional and regional guidance:
- Kent Thameside Delivery Board: A Community Strategy for Kent Thameside 2003;
 - Kent County Council and Medway Council: Kent and Medway Structure Plan: Mapping out the Future 2006;
 - Kent County Council: The Kent Design Guide 2005;
 - Kent County Council: Kent Prospects 2007-2012 An Economic Development and Regeneration Framework for Kent;
 - SEEDA: Regional Economic Strategy 2006;
 - SEERA: A Clear Vision for the South East: The South East Plan Core Document, Draft Plan for Submission 2006;
 - Planning Inspectorate: The South East Plan Examination in Public Report of the Panel 2007;
 - Department of the Environment: RPG9a Thames Gateway Planning Framework 1995;
 - Department for Communities and Local Government: Thames Gateway The Delivery Plan 2007.
6. guidance set out in Government's national guidance documents:
- PPS1 Delivering Sustainable Development 2005;
 - Supplement to PPS1 Planning and Climate Change 2007;
 - PPG2 Green Belt 1995;
 - PPS3 Housing 2006;
 - PPG4 Industrial, Commercial Development and Small Firms 1992;
 - PPS4 Planning for Sustainable Economic Development Consultation Paper 2007;
 - PPS6 Planning for Town Centres 2005;
 - PPG13 Transport 2001;
 - PPG17 Planning for Open Space, Sport and Recreation 2002;
 - PPS22 Renewable Energy 2004;
 - Planning for Renewable Energy A Companion Guide to PPS22 2004;
 - PPS25 Development and Flood Risk 2007.

Issue 1: Where should new housing be located?	
Option 1.1 <i>Sites in and adjacent to Dartford Town Centre – brownfield sites, highly accessible by public transport and supporting the regeneration of the town centre – a key Council priority. The sites lie within a Flood Risk area, although an FRA on one of the key sites has shown that the risk can be mitigated.</i>	
Option 1.2 <i>Waterfront sites – housing as part of mixed use developments would help to bring life and activity to areas of riverside which are degraded and under-utilised and create a continuous belt of publicly accessible riverside. Good access to Fastrack service. These sites lie within areas of Flood Risk, but are protected to at least 1 in 1,000 year event. An FRA on one site has shown that any residual risk can be mitigated.</i>	
Option 1.3 <i>Infill sites within the existing urban area north of the A2, excluding Dartford Town Centre – these are brownfield sites with varying levels of access to public transport but generally lower than for the town centre. Development on these sites creates particular stress for local communities, a particular issue in Dartford, given the high levels of construction taking place over a relatively limited area. They provide limited opportunity for new community facilities. These sites are right in the midst of existing housing, resulting in immediate impacts from construction as well as the longer term impacts of higher density housing in the midst of established communities putting pressure on the local infrastructure.</i>	
Option 1.4 <i>Larger sites within the urban area which are physically separated from existing communities and where the impacts from construction are not so direct. These sites, due to their size, have the potential to act as exemplars of sustainability, provide physical and community infrastructure to serve the new and existing communities and to add to the network of green spaces.</i>	
Option 1.5 <i>Rural sites in the Green Belt. Usually extensions to existing settlements. An argument put forward is that such developments would help sustain rural services but this has not been demonstrated and is considered to be unlikely. The scale of development required to make an impact on rural services is likely to lead to coalescence of the villages.</i>	
Context	The future housing supply is to a large extent governed by sites that already have planning permission, including the key strategic sites. However, some element of choice remains and there are options around what level of priority is given to the available choices. The options are not mutually exclusive and some mix and match of options could be accommodated. Options 1.1–1.5 replace the earlier strategic options 2.1, 2.2 and 2.3.
Documents prepared by Dartford Council	<p>Dartford’s Corporate Plan 2006/07:</p> <ul style="list-style-type: none"> • does not support Option 1.5 as it seeks an increase in the number of new homes built on previously developed land. <p>The Housing Land Availability Assessment:</p> <ul style="list-style-type: none"> • supports Options 1.1, 1.2 and 1.4 as the most suitable sites for housing. • provides less support for Option 1.3 as other urban in-fill sites (excluding those that already have planning permission) may cause construction impacts on the existing community or lead to additional pressure on infrastructure. • does not support Option 1.5 as there is no need to develop greenfield sites. <p>The Dartford Town Centre Area Action Plan Preferred Options:</p> <ul style="list-style-type: none"> • supports Option 1.1 as it encourages more homes in the town centre and a sustainable mixed use community in the Northern Gateway. <p>Responses to planning applications suggest that:</p> <ul style="list-style-type: none"> • large, stand alone sites receive lower levels of objections at planning application stage than smaller infill sites.
Local Studies,	The Kent Thameside Strategic Transport Programme:

<p>Consultants Reports and Other Organisations Reports</p>	<ul style="list-style-type: none"> • provides no justification for housing beyond 15,700. <p>The Kent Thameside Water Cycle Scoping Study:</p> <ul style="list-style-type: none"> • provides no justification for housing beyond 15,700. <p>The Kent Thameside Strategic Flood Risk Assessment:</p> <ul style="list-style-type: none"> • identifies sites in Options 1.1 as at risk from flooding but does not exclude them from development. <p>The Health Impact Assessment of the Dartford Town Centre Area Action Plan Preferred Options:</p> <ul style="list-style-type: none"> • supports Option 1.4 over Option 1.3, as there will be impacts on existing communities from development and construction and the construction of self contained sites will impact less on existing communities.
<p>Sustainability Appraisal (SA)</p>	<p>The SA of the 2006 Core Strategy supported strategic sites and urban, previously developed land in town centre and riverfront locations. The SA this time round identifies that a combination of options is the most sustainable approach. It:</p> <ul style="list-style-type: none"> • supports Option 1.4 as larger sites can create sustainable communities. • provides less support for Option 1.3, given impacts on existing communities. • does not support Option 1.5 as it performs the least well in terms of sustainability.
<p>Consultation Responses</p>	<p>Responses to the Making Dartford a Good Place to Live, Core Strategy Issues and Options Leaflet suggest that there is:</p> <ul style="list-style-type: none"> • support for Option 1.2 as mixed-use riverside development including housing will be important in improving quality of life. • support for Option 1.4 as development will put additional strain on infrastructure unless it is accompanied by adequate provision of transport, utility, education, health and community infrastructure in the strategic, stand alone sites. • less support for Option 1.3 as there should be better protection against pollution from the construction of urban in-fill sites close to existing residents. • no support for Option 1.5 as the Green Belt should be retained and village development should only be permitted where it will not impact on residents. <p>Responses to the Donaldson’s Public Consultation on Dartford Town Centre and Northern Gateway Area Action Plans Productions Stage Issues and Options suggest that there is:</p> <ul style="list-style-type: none"> • support for Option 1.1 as there is a need for a complementary balance of town centres uses, including a range of housing. <p>Responses to the Core Strategy Preferred Policy Approaches suggest that there is:</p> <ul style="list-style-type: none"> • support for Options 1.1, 1.2, 1.3 and 1.4 as there should be maximum use of previously developed, in-fill, town centre, riverfront, derelict/ despoiled/damaged, strategic sites and sites in proximity to existing community facilities/jobs/public transport and a target of 60-70% of development on previously developed land. • support for Option 1.4 as segregated sites can contribute to the sustainable pattern of the urban area whilst generating less direct pollution impacts. • no support for Option 1.5 as greenfield sites should be developed last to protect the natural environment. <p>Responses to the Dartford Town Centre Area Action Plan Preferred Options suggest that there is:</p> <ul style="list-style-type: none"> • support for Option 1.1 as housing in the town centre will be located close to community facilities, jobs and public transport and will make efficient use of land.
<p>Strategic Plans</p>	<p>The Kent and Medway Structure Plan:</p> <ul style="list-style-type: none"> • supports Options 1.1, 1.2, 1.3 and 1.4 as it seeks to reduce reliance on greenfield sites and seeks 60% of development to be on previously developed/damaged land (SP1, SS1, DG1, HP3, SS4, HP2).

	<ul style="list-style-type: none"> • supports all Options as it promotes sites that increase accessibility to local services and integrate with existing communities. Option 1.4 sites will be best able to provide co-ordinated infrastructure (SS1, DG1, HP2). • permits development in areas at risk of flooding where mitigation can control the impacts of flooding (NR10). • does not support Option 1.5 as it seeks no alterations to the Green Belt (SS2). <p>The South East Plan: Draft Plan for Submission:</p> <ul style="list-style-type: none"> • supports Options 1.1, 1.2, 1.3 and 1.4 as it promotes sites that utilise previously developed land, connectivity at Ebbsfleet and town centre living, and seeks 60% of housing on previously developed land (H2, H3, CC8a, TC1, KTG1, KTG7). • supports Option 1.4 as it emphasises that development will be dependant on new infrastructure meeting local needs and this is easiest provided in strategic, stand-alone developments and in new sustainable urban extensions (CC5, CC8a, BE2). • supports Options 1.1 and 1.4 as there is a preference for intensive development close to transport hubs e.g. town centre and sites close to Ebbsfleet. • provides less support for Options 1.1 and 1.2 as it seeks to ensure that development in zones 2 and 3 of the floodplain will only be permitted where there is an over-riding need and a lack of alternatives sites. Although these sites are not prioritised, their development is accepted where there is an up-to-date SFRA and an FRA demonstrates no unacceptable risk with suitable mitigation against flood risk (NRM3, KTG9). • does not support Option 1.5 as it proposes to retain the existing Green Belt and protect it from development and it seeks to reduce reliance on greenfield land, except where they create clear sustainability advantages in the development of an urban extension (CC10a, KTG3, KTG11, KTG7). <p>The South East Plan Examination in Public Report of the Panel:</p> <ul style="list-style-type: none"> • supports Options 1.1, 1.2 and 1.3 as the recommendations retain the priority for locating housing on urban, previously used land. • supports Option 1.4 as the recommendations now emphasise the use of urban extensions and the significance of CTRL in making development accessible by a choice of transport (KTGO). <p>The Thames Gateway The Delivery Plan:</p> <ul style="list-style-type: none"> • supports Options 1.2 and 1.4 by securing funds at Ebbsfleet Valley for 3,700 new homes, and along the Kent Thameside waterfront for 5,700 new homes. Both of these sites are identified as the top 10 housing programmes supported by Communities and Local Government. • also supports Option 1.1 as redevelopment throughout Dartford town centre is identified as one of the Communities and Local Government supported programmes in North Kent. <p>RPG9a: Thames Gateway Planning Framework:</p> <ul style="list-style-type: none"> • supports Options 1.2 and 1.4 as it identifies large strategic sites for development, including the main opportunity sites at The Bridge, Crossways, Ebbsfleet Valley, Eastern Quarry and Swanscombe Peninsula.
National Guidance	<p>PPG2 Green Belt:</p> <ul style="list-style-type: none"> • does not support Option 1.5 as it seeks to protect the Green Belt from development but it does allow a review of the Green Belt boundaries through the plan making process. <p>PPS3 Housing:</p> <ul style="list-style-type: none"> • supports Options 1.1, 1.2, 1.3 and 1.4 as it promotes sites that ensure the availability and capacity of, and accessibility to, existing major strategic infrastructure, including public and other transport services and/or feasibility of

	<p>delivering the required new infrastructure.</p> <ul style="list-style-type: none"> • supports Options 1.1, 1.2, 1.3 and 1.4 as it gives preference to previously developed land. • supports Option 1.4 as it allows urban extensions where they contribute to the sustainable form of the urban area. • supports Option 1.5 but only where it results in a sustainable extension to a village where it is accessible to, and helps to retain the viability of sustainable local services. • although all Options are generally supported, their suitability for development will be dependant upon site specific details. <p>PPS25 Development and Flood Risk:</p> <ul style="list-style-type: none"> • gives preference to sites that are not at flood risk. However, it allows for sites where they comply with the sequential assessment and exceptions test.
Overall Assessment	<p>This assessment points towards the need to develop a variety of sites, but with an upper limit of 15,700 homes. The Preferred Strategic Option is a combination of 1.1, 1.2 and 1.4. A mix of town centre, strategic, riverfront sites can achieve regeneration objectives by providing new community, transport and water infrastructure. They also create a sustainable pattern of development, protect the natural environment and have less impact on existing communities.</p> <p>Some infill sites (Option 1.3) will be acceptable where they meet the strategic objectives and are sustainable in other respects, but they have lower preference to the options above as they are less likely to provide adequate infrastructure in a co-ordinated manner and will have more of an impact on existing neighbourhoods during construction.</p> <p>Greenfield sites outside the urban area (Option 1.5) are <u>not</u> supported because they will not encourage the development of previously used land nor reduce the need to travel and will impact on the openness of the countryside and risk coalescence of villages.</p> <p>Preferred Strategic Options 1.1, 1.2 and 1.4 have been developed into the relevant preferred approaches in the Core Strategy, namely:</p> <ul style="list-style-type: none"> • 1 Selection of Development Sites • 2 Spatial Pattern of Development • 4 Green Belt and Green Spaces • 10 Balanced Housing Development • 11 Housing Delivery • 12 Priority Sites for Housing • 13 Windfall Housing Sites • 16 Water Supply and Treatment Capacity • 27 Flood Risk • 28 Water Efficiency

Issue 2: How do we achieve the employment-led growth set out in the South East Plan and which forms part of the objectives for the Council's Community Strategy?	
Option 2.1 <i>Promote a pattern of employment that matches existing trends, with expansion of low density business parks on the lines of Crossways and protection and improvement of the older existing employment areas, with a high proportion of employment in distribution and decreasing levels of manufacturing employment.</i>	
Option 2.2 <i>Seek to diversify the economic base and increase job densities through higher density employment development, particularly offices, around key public transport hubs. Encourage lower density but high value employment development, such as environmental technologies, high value manufacturing and logistics on sites which are well-linked to the road network, such as The Bridge and Crossways.</i>	
Context	These options replace the earlier strategic options 3.1 and 3.2.
Documents prepared by Dartford Council	<p>Dartford's Corporate Plan 2006/07:</p> <ul style="list-style-type: none"> • supports Options 2.2 as it aims to promote Dartford as a prime location for inward investment and contains objectives to increase jobs growth. <p>The Dartford and Gravesham Community Strategy Update 2006-2008:</p> <ul style="list-style-type: none"> • supports Option 2.2 as it seeks to increase the proportion of residents finding local employment and to increase qualification levels. <p>The Dartford Town Centre Area Action Plan Preferred Options:</p> <ul style="list-style-type: none"> • supports Option 2.2 as there is a need for small office floorspace in the town centre and B1/B8 uses in the Northern Gateway.
Local Studies, Consultants Reports and Other Organisations Reports	<p>The Health Impact Assessment on the Dartford Town Centre Area Action Plan Preferred Options:</p> <ul style="list-style-type: none"> • favours Option 2.1 as it acknowledges that the current skills base is not currently well related to the new growth industries. <p>The Potential of Ebbsfleet, Kent Thameside, as a Future Office Location:</p> <ul style="list-style-type: none"> • supports Option 2.2 as significant office development and high density development at Ebbsfleet will enable the South East Plan target on employment floorspace to be met.
Sustainability Appraisal (SA)	<p>The SA of the 2006 Core Strategy supported the protection of existing employment areas and further employment development at Ebbsfleet, Crossways, The Bridge and the Northern Gateway. The SA this time round identifies Option 2.2 as the preferred option for sustainability. It:</p> <ul style="list-style-type: none"> • supports Option 2.2 as it encourages employment uses which require less land take and it maximises the connectivity with public transport hubs. • does not support Option 2.1 as it will not help to reverse out-commuting nor lay the foundations for a more sustainable, modern economy.
Consultation Responses	<p>Responses to the Making Dartford a Good Place to Live, Core Strategy Issues and Options Leaflet suggest that there is:</p> <ul style="list-style-type: none"> • support for both Options as there is a need for accessibility to jobs that are appropriate to local skills. A wide variety of local jobs will reduce the large number of workers in the Borough having to travel to London for jobs. <p>Responses to the Core Strategy Preferred Policy Approaches suggest that there is:</p> <ul style="list-style-type: none"> • supports for both Options as there is a need to retain the overall quantum of employment land, provide maximum employment floorspace allocations and create a range of employment premises. A review of the potential of redeveloping existing employment sites for residential or mixed uses should ensure equivalent employment can be generated either on or off site and the overall quantum of employment in the Borough can be retained. <p>Responses to the Dartford Town Centre Area Action Plan Preferred Options suggest that there is:</p>

	<ul style="list-style-type: none"> • support for Option 2.2 as it encourages office development in the town centre, close to the train station, in order to provide activity throughout the day.
Strategic Plans	<p>The Community Strategy for Kent Thameside:</p> <ul style="list-style-type: none"> • supports Option 2.2 as it seeks the creation of a net 20,000 new jobs. <p>The Kent and Medway Structure Plan:</p> <ul style="list-style-type: none"> • supports Option 2.2 as it seeks employment uses on a scale to match the growth in housing and labour supply and the balanced and timely provision of housing and employment and supports the growth of Kent's employment (SP1). <p>The South East Plan: Draft Plan for Submission supports Option 2.2 as the economy will be dynamic and widely based, with:</p> <ul style="list-style-type: none"> • an expansion of the existing economic functions of the area. • the introduction of new office, distribution, manufacturing, service functions, with emphasis on high value activity including knowledge industries and research/development, especially at sites close to the M25. • new business start-ups, growing businesses and inward investors. • Ebbsfleet as a major office centre of more than 20,000 jobs linked directly to central London and European capitals. • employment matching the growth in housing to reduce the need to travel. • new employment opportunities that benefit existing communities. • delivery mechanisms and transport improvements to unlock economic development potential (KTG3, KTG4, KTG5, KTG6, RE5). <p>Kent Prospects 2007-2012:</p> <ul style="list-style-type: none"> • supports Option 2.2 as together with the large supply of strategic employment sites at North Dartford and Crossways Business Park, it encourages the need for place development and investment in skills, innovation and enterprise development, public realm, green infrastructure and the natural environment. Furthermore, Ebbsfleet will boost economic growth and regeneration opportunities. <p>The Regional Economic Strategy:</p> <ul style="list-style-type: none"> • supports Option 2.2 as there is a need to attract knowledge intensive and high growth sectors, with new employers in more productive employment sectors as well as stimulating innovation and encouraging entrepreneurship that will help raise productivity. Furthermore, there is a need for skills led growth. <p>The Thames Gateway The Delivery Plan:</p> <ul style="list-style-type: none"> • supports Option 2.2 as it envisages economic transformation at Ebbsfleet and a sustained improvement in the performance of the Thames Gateway economy.
National Guidance	<p>PPG4 Industrial, Commercial Development and Small Firms 1992 and PPS4 Planning for Sustainable Economic Development Consultation Paper 2007 both favour Option 2.2 as they seek:</p> <ul style="list-style-type: none"> • to provide for choice, flexibility, competition, enterprise and investment. • economies that will remain competitive, flexible and responsive to the needs of new business requirements or a changing economy. • economic growth, with a good range, and efficient use, of sites, land and buildings which offers a range of opportunities for creating new jobs.
Overall Assessment	<p>Given that this assessment points towards the need for increased economic performance, employment floorspace, employment densities and jobs growth, Option 2.1 is <u>not</u> supported as it does not maximise the potential of employment sites, job creation nor allow for a changing economy. The Preferred Strategic Option is 2.2 as it provides better opportunities for economic growth, regeneration and inward investment which will ensure that employment densities and jobs growth objectives are met on the available land. It will also introduce more clerical jobs enabling part of the mismatch between jobs and skills to be addressed. The introduction of high value industries/knowledge intensive sectors, combined with appropriate training will enable the skills base of the area to improve.</p>

	<p>Preferred Strategic Option 2.2 has been developed into the relevant preferred approaches in the Core Strategy, namely:</p>
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- 6 Employment Land
- 7 Economic Change
- 8 Employment Growth
- 9 Ensuring the Success of Ebbsfleet
- 23 Skills and Training

Issue 3: What type of development should we seek at Ebbsfleet?	
<p>Option 3.1 <i>Low density business park, with limited supporting uses in terms of retail, leisure, hotel and conference facilities.</i></p> <p>Option 3.2 <i>High density mixed use development, combining office and other business uses, together with significant complementary uses to support the business and domestic travellers, including hotel and conferencing facilities, retail and leisure uses.</i></p> <p>Option 3.3 <i>High density office and business uses but with limited supporting uses in terms of retail, leisure, hotel and conference facilities.</i></p>	
Context	Whilst outline planning permission has been granted on the site, there are still issues around the scale, mix and phasing of development. In the context of Ebbsfleet being identified as a key transformational location driving the economic regeneration of the Kent Thames Gateway, what form of development should we encourage? It is assumed that all options would include housing. These options are new.
Documents prepared by Dartford Council	The Dartford and Gravesham Community Strategy Update 2006-2008 : <ul style="list-style-type: none"> • supports Option 3.2 as it aims to develop a thriving leisure and cultural offer and recognises links with the Olympic site at Stratford.
Local Studies, Consultants Reports and Other Organisations Reports	<p>The Potential of Ebbsfleet, Kent Thameside, as a Future Office Location:</p> <ul style="list-style-type: none"> • supports Option 3.2 as Ebbsfleet will be attractive to headquarters, internationals, professional, IT and finance services and it will develop into the administrative and business capital of the Thames Gateway. The mixed use 4.5 m sq ft scheme will set Ebbsfleet Valley apart from many other areas and an additional 16,066 jobs will be created by 2020, with further employment growth beyond 2020. It will also offer new, large green buildings on flexible leases, state of the art technology with access to a highly skilled workforce. <p>Kent Thameside Hotel Futures:</p> <ul style="list-style-type: none"> • supports Options 3.2 as there is a demand for hotels at Ebbsfleet to meet the needs of corporate, contractor, Olympics, leisure and continental visitors and a large 4 star hotel to cater for national and international conferences.
Sustainability Appraisal (SA)	The SA this time round identifies Option 3.2 as the preferred option for sustainability. It: <ul style="list-style-type: none"> • supports Option 3.2 as the strategic nature of Ebbsfleet and its role as a transformational location supports high density, diverse development integrated in an urban setting. • does not support Option 3.1 as it does less to address the regional objectives for the area and is less likely to create balanced communities. • does not support Option 3.3 as it lacks the diversity of development that will support more sustainable balanced and integrated communities.
Consultation Responses	Responses to the Core Strategy Preferred Policy Approaches suggest that there is: <ul style="list-style-type: none"> • support for Option 3.2 as Ebbsfleet should become a regional hub and a district centre, with higher density, mixed use development.
Strategic Plans	<p>The Community Strategy for Kent Thameside:</p> <ul style="list-style-type: none"> • does not support Option 3.1 and 3.3 as it seeks to establish Ebbsfleet Station as a key regional rail transport hub and envisages Ebbsfleet as a distinct role in the area's economic social and cultural life. <p>The Kent and Medway Structure Plan:</p> <ul style="list-style-type: none"> • supports Option 3.2 as it identifies Ebbsfleet as a combined domestic and international passenger station (integrated with Fastrack and Crossrail) serving as a key regional rail transport hub; and a new business centre, with major

	<p>residential development and community facilities and high standards of civic design (DG1).</p> <p>The South East Plan: Draft Plan for Submission:</p> <ul style="list-style-type: none"> • supports Option 3.2 as a regional hub with good public transport links provides opportunities for the intensive use of sites and higher density land uses above 50 dwellings per hectare and mixed use land uses that require a high level of accessibility (KTG3, KTG6, KTG7, CC8a, CC8b). • does not support Option 3.1 as Ebbsfleet will be developed as a major employment/office centre of more than 20,000 jobs linked directly to central London and European capitals (KTG4, KTG6). • does not support Options 3.1 and 3.3 as ancillary retail and service space at Ebbsfleet should be of a scale and character to serve the resident and day time population (KTG8). <p>Kent Prospects 2007-2012:</p> <ul style="list-style-type: none"> • does not support Option 3.1 as Ebbsfleet is a key development site with infrastructure and public realm investment to open up development and inward investment opportunities and boost economic growth. Furthermore, the start of services from Ebbsfleet in 2007 and 2009 will make Thames Gateway Kent even more attractive to investors and businesses. <p>The Regional Economic Strategy:</p> <ul style="list-style-type: none"> • supports Option 3.2 as Ebbsfleet as one of the South East's 21 regional hubs and one of the eight Diamonds for Investment and Growth. Furthermore, the opening of the rail station at Ebbsfleet is key to the development of the new major office and business centre at Ebbsfleet and its proximity to Stratford means that the Olympic Games has the potential to be a major driver for regeneration in North Kent. <p>The Thames Gateway The Delivery Plan:</p> <ul style="list-style-type: none"> • supports Options 3.2 and 3.3 as economic transformation in Ebbsfleet Valley is seen as a key to the success of the Gateway.
National Guidance	<p>PPG4 Industrial, Commercial Development and Small Firms 1992:</p> <ul style="list-style-type: none"> • supports all Options as it encourages new employment development in locations which minimise the length and number of trips and in locations that can be served by more energy efficient modes of transport.
Overall Assessment	<p>Given that this assessment points towards the need to maximise the potential of Ebbsfleet's connectivity to London, the Olympics and Continental Europe, Options 3.1 and 3.3 are <u>not</u> supported. In particular Option 3.1 <u>will not</u> make efficient use of land that is accessible to public transport. Both options <u>will not</u> provide adequate retail, leisure, community and hotel facilities to meet the needs of residents, day time employees and visitors. The Preferred Strategic Option is 3.2 as it provides intensive use of land and creates the potential to generate an economic transformation of the area, with mixed use development and significant business and complementary uses that will help create a sustainable community.</p> <p>Preferred Strategic Option 3.2 has been developed into the relevant preferred approaches in the Core Strategy, namely:</p> <ul style="list-style-type: none"> • 2 Spatial Pattern of Development • 3 Network of Key Centres • 6 Employment Land • 7 Economic Change • 9 Ensuring the Success of Ebbsfleet • 12 Priority Sites for Housing

Issue 4: How can the Thames riverside play a larger role in the regeneration of the area?	
Option 4.1 <i>Retain the existing river related uses, including Thames Europort (which is unlikely to be required for ongoing use by current owners/operators) and Johnsons Wharf (aggregates), or find similar replacement uses on the sites, if the current occupiers cease to trade.</i>	
Option 4.2 <i>Redevelop the under-used sites for new, more viable employment uses, primarily as an extension to Crossways Business Park. These are unlikely to have a strong relationship with the river. Relocate the aggregate use at Johnsons Wharf to a complex of river-related uses further downstream.</i>	
Option 4.3 <i>Redevelop the under-used riverside sites for mixed uses, including housing and appropriately-scaled leisure uses so as to create a continuous and active riverfront accessible to the public and with attractions to draw people to the area. This excludes Dartford Marshes which is an ecologically sensitive site and where a strategy for controlled public access is in place.</i>	
Context	The Thames riverside does not currently play a significant role in transforming the image of the area, nor does it appear to be an integral part of the life of the area. Some redevelopment of riverside has taken place but is piecemeal and does not take full advantage of the river setting, for example, Crossways Business Park. Public access to riverside is possible in places but is interrupted and there are no real attractions to draw people to the riverside. These options replace the earlier strategic options 8.1, 8.2 and 8.3.
Local Studies, Consultants Reports and Other Organisations Reports	<p>The Kent Thameside Strategic Flood Risk Assessment:</p> <ul style="list-style-type: none"> • does not specifically support any of the Options unless new development can ensure, through appropriate mitigation measures, that flood risk is limited. <p>The Kent Thameside Water Cycle Scoping Study:</p> <ul style="list-style-type: none"> • neither supports or objects to the Options as yet, as the study will investigate the capacity of the environment to receive runoff/waste water and provide water resources and will determine the infrastructure requirements needed to support proposed development. <p>The Waterfronts and Waterways in Kent Thameside:</p> <ul style="list-style-type: none"> • supports Option 4.3 as more should be made of the area's waterfront location as there is currently no sense of place or destination. There is a need for an early transformation and regeneration of the whole waterfront strip at Thames Europort with destination development which will encourage public access to, and enjoyment of, the riverfront. It seeks to ensure that Dartford Marshes are protected for nature conservation, Green Grid and flood storage. <p>The Thames Strategy East does not support any one Option above others, as each of the Options supports the Plan's objectives in different ways. However, Option 4.3 has the highest level of compatibility:</p> <ul style="list-style-type: none"> • protecting existing marshlands, biodiversity, cultural and archaeological features, landmarks, Conservation Areas and village character (consistent with Option 4.3) • protecting the existing economic uses of the river (Option 4.1 promotes) • improving access and permeability through the industrial areas (Option 4.2 could achieve this). • providing for the creative realignment of flood defences in all new development proposals (Options 4.2 and 4.3 could achieve this but 4.3 is more likely to). • promoting access to the foreshore and the enhancement of the strategic green space connections, including the Thames Path (Option 4.3 is most likely to achieve this). • supporting development proposals that contribute to or benefit from a riverside location including leisure, recreation, tourism and mixed-use developments that utilise river based transport (Option 4.3 promotes).

Sustainability Appraisal (SA)	<p>The SA of the 2006 Core Strategy supports maximising the use of riverfront destinations by encouraging mixed use development whilst protecting important port uses where there is a proven need. The SA this time round identifies Option 4.3 as the preferred option for sustainability. It:</p> <ul style="list-style-type: none"> • supports Option 4.3 as a continuous, active and accessible riverfront will rejuvenate the waterfront and lead to a more vibrant and attractive area. • does not support Option 4.1 as it will continue the current trend of under-used sites and an inaccessible and unattractive riverside. • does not support Option 4.2 as a lack of housing will affect community cohesion.
Consultation Responses	<p>Responses to the Making Dartford a Good Place to Live, Core Strategy Issues and Options Leaflet suggest that there is:</p> <ul style="list-style-type: none"> • support for Option 4.3 is there is a preference for mixed riverside development and more open spaces. <p>Responses to the Core Strategy Preferred Policy Approaches suggest that there is:</p> <ul style="list-style-type: none"> • support for Option 4.1 as there is a need for development that does not restrict industrial, mineral, waste and port uses. • support for Option 4.3 as riverfront development will encourage recreational access and enhanced public realm.
Strategic Plans	<p>The Community Strategy for Kent Thameside:</p> <ul style="list-style-type: none"> • supports Option 4.3 as it seeks to implement a strategy for shaping a new waterfront along the south bank of the River Thames, ensuring that the river is enhanced as a major public asset. <p>The Kent and Medway Structure Plan:</p> <ul style="list-style-type: none"> • supports Option 4.3 as it seeks to enhance the accessibility, economic, leisure, amenity, environmental and transport potential of the River Thames and identifies that a network of open land and green spaces will link major areas of open space with the River Thames (DG1). <p>The South East Plan: Draft Plan for Submission:</p> <ul style="list-style-type: none"> • supports Options 4.1 and 4.2 as it seeks the continued presence and expansion of viable riverside employment uses, especially those using the river for transport (KTG4). • supports Option 4.3 as it seeks high standards of design that reflect the riverside character of the area (KTG3).
Overall Assessment	<p>The assessment points heavily towards improved access to the riverfront, with an emphasis on leisure and recreational use of the area, incorporating green spaces, protecting areas of biodiversity and ensuring adequate flood risk protection. Option 4.3 is most compatible with these objectives. However, the objective of retention and encouragement of river-related employment uses could to some extent conflict with this. On balance, Option 4.3 is preferred as it could allow for some river-related employment uses on the Swanscombe Peninsula. Moreover, the continued viability of Thames Europort is in doubt with loss of this use from the riverfront likely over the period of the Plan. The Preferred Strategic Option is 4.3 as it encourages the transformation and regeneration of the riverside land for a mix of uses whilst enhancing accessibility to the river and protecting the open nature of the marshlands.</p> <p>Preferred Strategic Option 4.3 has been developed into the relevant preferred approaches in the Core Strategy, namely:</p> <ul style="list-style-type: none"> • 1 Selection of Development Sites • 2 Spatial Pattern of Development • 12 Priority Sites for Housing • 24 Green Spaces • 27 Flood Risk

<p>Issue 5: On large housing sites, how do we achieve housing development of a high quality that promotes the development of sustainable communities?</p>	
<p>Option 5.1 <i>Encourage suburban-style development, comprising family housing with extensive private outdoor space but limited communal outdoor spaces and facilities and significant amount of space allocated to cars.</i></p>	
<p>Option 5.2 <i>Encourage housing development comprising a mix of houses and flats but with a predominance of houses, built around an easily accessible community hub consisting of school, health facility, small shops, as appropriate, set in a network of linked open spaces, with relatively compact forms of housing, but with a variety of forms and densities of housing across the site, depending on the location and proximity to public transport.</i></p>	
<p>Option 5.3 <i>Encourage high density, predominantly flatted development on all sites, set in a large area of open space and appropriate supporting facilities, dependent on the likely profile of the resident population.</i></p>	
Context	These options replace the earlier strategic options 5.1, 5.2 and 5.3.
Documents prepared by Dartford Council	<p>Dartford's Corporate Plan 2006/07:</p> <ul style="list-style-type: none"> • supports Option 5.2 as it aims to ensure that there is an appropriate range, diversity and mix of housing. • does not support Option 5.1 as it aims to ensure design excellence in all new developments and create high quality parks and open spaces. <p>The Dartford and Gravesham Community Strategy Update 2006-2008:</p> <ul style="list-style-type: none"> • promotes new housing of the highest design quality and with high standards of design and landscaping. This could apply to all the options <p>The Dartford Town Centre Area Action Plan Preferred Options:</p> <ul style="list-style-type: none"> • supports Option 5.2 as it seeks to provide more homes to support the town centre's economy, with adequate internal space standards, communal space for flats, private amenity space and a unique identity. <p>The Cabinet Report of the Residents Satisfaction Survey highlights the need to:</p> <ul style="list-style-type: none"> • provide for a range and mix of accommodation in new developments which can respond flexibly to changing demands (Option 5.2 supports). • create developments that are attractive to house buyers and accessible to a good quality network of public transport (Option 5.2 supports). • ensure that necessary community facilities are provided as early as practicable in the development programme and that they are located so that residents can access them easily (Option 5.2 supports). <p>The Open Spaces Technical Paper:</p> <ul style="list-style-type: none"> • supports Options 5.2 and 5.3 as it identifies the need to provide 30% open space on large sites above 20 hectares and 20% open space on smaller sites, with doorstep access from people's homes to high quality, usable open spaces that are interconnected by green routes linking to retail, community, employment, recreation, leisure facilities and the riverfront.
Local Studies, Consultants Reports and Other Organisations Reports	<p>The Health Impact Assessment of the Draft Dartford Town Centre Area Action Plan Preferred Options:</p> <ul style="list-style-type: none"> • supports Option 5.2 as there is a need for long term housing that is suitable for a long standing and developing community (as people's needs change as they grow older or the family circumstances change) and housing that is accessible to amenities and transport links. <p>The Draft Housing Needs Survey and Housing Markets Assessment:</p> <ul style="list-style-type: none"> • does not support Options 5.1 and 5.3 as there is an identified need for a mix of types and sizes of housing in both market and social sectors, with detached

	<p>properties as well as smaller units.</p> <p>The Urban Design Compendium:</p> <ul style="list-style-type: none"> • supports Option 5.2 as it promotes development that integrates well both physically and visually with it's surroundings, with higher densities in urban centres, a varied density profile across neighbourhoods and large scale developments, all set in a high quality landscape.
Sustainability Appraisal (SA)	<p>The SA of the 2006 Core Strategy supports new development that is determined in line with design criteria to provide a quality living environment and densities above 50 dwellings per hectare in locations of exceptional accessibility. The SA this time round identifies Option 5.2 as the preferred option for sustainability. It:</p> <ul style="list-style-type: none"> • supports Option 5.2 as it takes a holistic view of housing provision. • does not support Option 5.1 as it is contrary to Government advice. • does not support Option 5.3 as it does not progress balanced communities and does not provide a mix of house types and tenures.
Consultation Responses	<p>Responses to the Making Dartford a Good Place to Live, Core Strategy Issues and Options Leaflet:</p> <ul style="list-style-type: none"> • raised concerns relating to the lack of community facilities, education, healthcare, affordable housing and the design and density of housing (supports Option 5.2). <p>Responses to the Core Strategy Preferred Policy Approaches suggest that there is:</p> <ul style="list-style-type: none"> • support for Options 5.2 and 5.3 as higher densities on key regeneration sites and brownfield sites and a critical mass of development is needed to create sustainable communities. • no support for Options 5.1 as there is a need to ensure adequate community facilities and greenspace. • no support for Options 5.1 and 5.3 as there is a need for a mix of housing types and sizes, and a balance between family and non family homes. <p>Responses to the Dartford Town Centre Area Action Plan Preferred Options suggest that there is:</p> <ul style="list-style-type: none"> • no support for Option 5.1 given the need for high quality, innovative design that fits with the local context.
Strategic Plans	<p>The Community Strategy for Kent Thameside:</p> <ul style="list-style-type: none"> • supports Option 5.2 as it seeks to facilitate the creation of 10,000 new homes, typified by high standards of design and landscaping on Kent Thameside's major regeneration sites and promotes a reasonable mix of housing types and tenures in each neighbourhood. <p>The Kent and Medway Structure Plan:</p> <ul style="list-style-type: none"> • supports Options 5.2 and 5.3 as it encourages public transport oriented development (DG1, HP4). • does not support Option 5.1 as housing should achieve a sustainable pattern and form of development by more efficient use of land and buildings and by achieving densities above 50 dwellings per hectare in central urban areas with good public transport accessibility (SP1, HP4). <p>The Thames Gateway The Delivery Plan:</p> <ul style="list-style-type: none"> • supports Options 5.2 and 5.3 as it seeks to secure sufficient housing in the ten locations where new homes are most urgently needed, to invest in affordable housing and to measure progress in improving design quality. <p>The Kent Design Guide:</p> <ul style="list-style-type: none"> • supports Option 5.2 as the existing urban character should be reinforced by the continuation of its density. Development should also create attractive, safe and secure places, provide visual privacy and provide support for sustainable transport.
National Guidance	<p>PPS1 Delivering Sustainable Development 2005:</p> <ul style="list-style-type: none"> • supports Options 5.2 and 5.3 as it seeks to achieve high quality and inclusive

	<p>design in the layout of all new development, making places better for people and creating well-mixed and integrated developments which have well planned public spaces.</p> <p>PPG17 Planning for Open Space, Sport and Recreation 2002:</p> <ul style="list-style-type: none"> • supports Options 5.2 and 5.3 as it seeks improvements to the local network of high quality and well managed open spaces. Furthermore, it seeks to incorporate open space within new development as well as improve the quality of the public realm through good design.
Overall Assessment	<p>This assessment points towards the need for high quality built development, which can be achieved in all of the Options. However, a mix of housing types and the provision of community facilities and open spaces are least likely to be provided via Options 5.1 and 5.3 and so they are <u>not</u> supported. In particular these options will not meet all of the needs of the existing and new population and will be less effective at creating sustainable communities. The Preferred Strategic Option is 5.2 as it provides for a form of development that can help to establish sustainable communities by providing a mix of housing as well as a range of suitable densities depending upon accessibility to public transport, open spaces, community facilities and decent space standards.</p> <p>Preferred Strategic Option 5.2 has been developed into the relevant preferred approaches in the Core Strategy, namely:</p> <ul style="list-style-type: none"> • 4 Green Belt and Green Spaces • 17 Design of Homes • 18 Form of Development • 19 Housing Mix • 22 Community Services • 24 Green Spaces • 25 Sports, Cultural and Recreational Facilities

Issue 6: Traffic congestion is a particular constraint to growth. How should this be addressed?	
Option 6.1 <i>Seek an increase in road capacity to meet unrestricted growth in private car use.</i>	
Option 6.2 <i>Encourage new development that reduces the need to travel and encourages use of sustainable transport. Encourage low car parking levels in locations with excellent public transport accessibility. Mitigate the effects of traffic congestion through selective junction improvements and traffic demand measures.</i>	
Option 6.3 <i>Seek a wholesale shift to public transport and limit car parking at both destination and source.</i>	
Context	These options replace the earlier strategic options 6.1, 6.2 and 6.3.
Documents prepared by Dartford Council	<p>The Dartford and Gravesham Community Strategy Update 2006-2008:</p> <ul style="list-style-type: none"> • does not support Option 6.1 as it contains objectives to increase usage of public transport and provide alternatives to the car. <p>The Dartford Town Centre Area Action Plan Preferred Options:</p> <ul style="list-style-type: none"> • does not support Option 6.1 as it seeks a package of measures including a tariff for strategic transport infrastructure, traffic demand measures, selective junction improvements, improved links between the rail station and the town centre, improved cycle routes and a balance of short and long stay car parking. <p>The Consultation Document on the Kent Thameside Strategic Transport Programme:</p> <ul style="list-style-type: none"> • supports Option 6.2 as it requires development contributions to pay for strategic improvements in transport including junctions and public transport.
Local Studies, Consultants Reports and Other Organisations Reports	<p>The Consultation Document on the Kent Thameside Strategic Transport Programme:</p> <ul style="list-style-type: none"> • supports Option 6.2 as it requires development north of the A2 to fund the strategic transport improvements needed to support sustainable growth. <p>The Health Impact Assessment of the Dartford Town Centre Area Action Plan:</p> <ul style="list-style-type: none"> • supports Options 6.2 and 6.3 as the proposed transport enhancements are anticipated to foster more cohesive and vibrant communities. <p>The Kent Thameside: Looking to an Integrated Future:</p> <ul style="list-style-type: none"> • does not support Option 6.1 as it has an aim to reduce the need for people to travel and mixed use, public transport orientated development is promoted, including Fastrack, the high quality and capacity, local public transport system.
Sustainability Appraisal (SA)	<p>The SA of the 2006 Core Strategy supports new development that minimises its impact on the environment and reduces the need to travel. The SA this time round identifies Option 6.2 as the preferred option for sustainability. It:</p> <ul style="list-style-type: none"> • supports Option 6.2 as it reduces the need to travel and sustainable transport will create inclusive and healthy communities and reduced congestion. • does not support Option 6.1 as it will allow unrestricted growth in private car use and is contrary to the Kent Transport Plan. • does not support Option 6.3 as it will restrict parking at destination and source and will discourage new businesses from locating in the Borough.
Consultation Responses	<p>Responses to the Making Dartford a Good Place to Live, Core Strategy Issues and Options Leaflet:</p> <ul style="list-style-type: none"> • identifies that tackling traffic congestion and improving public transport are seen as important things to improve quality of life. <p>Responses to the Donaldson's Public Consultation on Dartford Town Centre and Northern Gateway Area Action Plans Productions Stage Issues and Options suggest that there is:</p>

	<ul style="list-style-type: none"> no support for Option 6.1 as there is a need for a range and choice of public transport that reduces dependence on the private car. <p>Responses to the Core Strategy Preferred Policy Approaches suggest that there is:</p> <ul style="list-style-type: none"> support for Options 6.2 and 6.3 as development should be phased alongside road capacity and should support network improvements by creating critical mass along public transport corridors. is also a preference for maximum parking standards that reflect proximity to public transport. <p>Responses to the Dartford Town Centre Area Action Plan Preferred Options suggest that there is:</p> <ul style="list-style-type: none"> support for Options 6.2 and 6.3 as a shift to more sustainable modes of transport and improved bus stops or a central hub would be beneficial.
Strategic Plans	<p>The Community Strategy for Kent Thameside:</p> <ul style="list-style-type: none"> supports Options 6.2 and 6.3 as it aims to secure substantial improvements to Kent Thameside’s public transport, including CTRL, cross London rail services, upgrading of the North Kent Line, Fastrack, improvements to bus network and services as well as ensuring the road transport network works efficiently. <p>The Kent and Medway Structure Plan:</p> <ul style="list-style-type: none"> does not support Option 6.1 as it supports public transport i.e. Fastrack (DG1). favours Option 6.2 as it prioritises a pattern and form of development that reduces the need to travel, is served by a choice of transport and makes efficient use of the existing transport network. Furthermore it encourages developments likely to generate large numbers of trips to be located where there is a good choice of transport (TP1, TP3). supports Options 6.2 and 6.3 as it promotes the use of public transport, with better interchange facilities and better integration between services (TP9). It also encourages facilities for pedestrians and cyclists (TP11). <p>The South East Plan: Draft Plan for Submission:</p> <ul style="list-style-type: none"> supports Option 6.2 as a rebalancing of the transport system in favour of non-car modes, with an integrated network of public transport services and the co-ordinated phasing of transport infrastructure is needed. Furthermore, higher density development in urban areas with access to a choice of transport and development that is located and designed to reduce average journey lengths are preferred (T1, KTG1, KTG3, KTG7, KTG12). does not support Option 6.1 as it encourages maximum levels of parking provision for non residential developments and reduced provision of car parking only in locations with good public transport (T7).
National Guidance	<p>PPG13 Transport:</p> <ul style="list-style-type: none"> supports Options 6.2 as it seeks the co-ordination of transport and land use so as to promote more sustainable transport choices and managed urban growth to make the fullest use of public transport, whilst recognising that for some journeys, the car is the only real option for travel.
Overall Assessment	<p>Given that this assessment does not point towards the need for a wholesale shift to non car modes or unrestricted car use, Options 6.1 and 6.3 are <u>not</u> supported. In particular Option 6.1 options will lead to car growth (and congestion) and will not result in a shift of the transport system in favour of non-car modes. Option 6.3 will lead to parking restrictions that will restrict the availability of parking at both destination and source which will discourage new businesses from locating in the Borough, will impact on the viability of existing businesses that are reliant on car-based travel, cause on-road parking problems and the possible risk of isolation of some communities where public transport is not viable. The Preferred Strategic Option is 6.2 as it aims to provide selective improvements in junctions and traffic management whilst also supporting public transport and providing a pattern of development that reduces the need to travel.</p>

Preferred Strategic Option 6.2 has been developed into the relevant preferred approaches in the Core Strategy, namely:

- 5 Sustainable Transport and Land-use
- 14 Integrated Transport and Land-use
- 15 Strategic Transport Investment

Issue 7: How can we stabilise and even seek to reduce carbon emissions with the level of growth proposed?	
<p>Option 7.1 <i>Seek specific percentage of renewable energy to be provided on-site in new developments.</i></p> <p>Option 7.2 <i>Identify sites for larger scale stand-alone renewable energy installations. There may be practical issues around how these are taken forward and implemented.</i></p> <p>Option 7.3 <i>Seek combined heat and power plants as part of new developments over a certain size. There may be viability issues, as for example at Bedzed.</i></p> <p>Option 7.4 <i>Seek to provide heat to new homes from combined heat and power plants on a larger scale off-site. These would be developed to serve more than one site.</i></p> <p>Option 7.5 <i>Seek levels of improvement in energy use/carbon emissions above those that are mandatory under the Code for Sustainable Homes (assuming it is made mandatory) on large development sites, so as to act as pathfinders for other sites.</i></p>	
Context	Central Government imposed regulations will require increased levels of energy efficiency and reduced carbon emissions. There are issues of how reduction in carbon emissions can be maximised over and above building control standards. These options are not mutually exclusive. These options are new.
Documents prepared by Dartford Council	<p>Dartford's Corporate Plan 2006/07:</p> <ul style="list-style-type: none"> • supports Option 7.5 as it aims to ensure development is sustainable and meets targets relating to the sustainable use of resources. <p>The Dartford and Gravesham Community Strategy Update 2006-2008:</p> <ul style="list-style-type: none"> • supports all Options as it contains objectives to ensure new development is sustainable. <p>The Dartford Town Centre Area Action Plan Preferred Options:</p> <ul style="list-style-type: none"> • supports all Options as it requires on-site renewables, district wide combined heat and power plants and homes to be built to Level 3 and above of the Sustainable Code for Homes.
Sustainability Appraisal (SA)	The SA this time round identifies that a combination of options is the most sustainable approach. It highlights that all options attempt to maximise the reduction in carbon emissions and will have positive impacts on public health, climate change and air quality.
Consultation Responses	<p>Responses to the Core Strategy Preferred Policy Approaches suggest that there is:</p> <ul style="list-style-type: none"> • support for Option 7.1 as there is a need for 10% renewable energy with on site generation for development over 10 residential units or 1000 sq m commercial. • support for Options 7.3 and 7.4 as there is a need for district heating schemes. • support for Option 7.5 as development should meet mandatory levels required by Building Regulations and should ensure sustainable construction, prudent use of natural resources, re-use of existing buildings, recycled products, water efficiency, waste water management, sustainable urban drainage systems and water recycling. <p>Responses to the Dartford Town Centre Area Action Plan Preferred Options suggest that there is:</p> <ul style="list-style-type: none"> • support for Option 7.5 as there is a preference for zero carbon developments and energy/water efficient buildings that are above mandatory standards.
Strategic	The Community Strategy for Kent Thameside:

Plans	<ul style="list-style-type: none"> • supports Option 7.5 as it identifies actions to improve energy conservation in housing, building and transport. <p>The Kent and Medway Structure Plan:</p> <ul style="list-style-type: none"> • supports Options 7.1 and 7.2 as it supports renewable energy where there is no overriding conflict with environmental interests. Furthermore it encourages sustainable energy production as an integral component of new development and in small scale community projects (NR3). • supports Options 7.3 and 7.4 as it encourages combined heat and power generation and district heating systems particularly where they can be integrated with new development (NR4). • supports Option 7.5 as it promotes sustainable construction techniques and the conservation and prudent use of energy, water and natural resources (NR1, SP1). <p>The South East Plan: Draft Plan for Submission:</p> <ul style="list-style-type: none"> • supports Options 7.1 and 7.2 as it seeks at least 10% of energy demand from renewable energy for schemes over 10 dwellings or 1000sq m for commercial schemes by 2020 and 154 MW of land based renewable energy by 2016. They also seek the incorporation of passive solar design, solar water heating, photovoltaics, ground source heat pumps, onshore and offshore wind and biomass generated energy and small scale community based schemes (EN1, EN3, EN5). • supports Options 7.3 and 7.4 as it seeks combined heat and power, including mini and micro schemes in all developments and district heating infrastructure in large scale developments (EN2). • supports Option 7.5 as it encourages high standards of energy efficiency through design, layout and orientation and energy efficient materials (EN1). <p>The Thames Gateway The Delivery Plan:</p> <ul style="list-style-type: none"> • supports all Options as it seeks to develop an eco-region - an exemplar low carbon region. It seeks to promote on and off-site renewable energy technologies, and community heating and cooling systems in new and existing developments, particularly on large scale mixed-use development. It also seeks higher standards for cutting carbon emissions and water conservation.
National Guidance	<p>PPS1 Delivering Sustainable Development 2005:</p> <ul style="list-style-type: none"> • does not provide a preference between the Options but seeks the prudent use of natural resources. Furthermore, it seeks to address the impacts of climate change including reducing energy use, reducing emissions, promoting the development of renewable energy resources, promoting resource and energy efficient buildings, community heating schemes, the use of combined heat and power, small scale renewable and low carbon energy schemes. <p>Supplement to PPS1 Planning and Climate Change 2007:</p> <ul style="list-style-type: none"> • does not provide a preference between the Options. Instead it encourages renewable and low carbon energy generation and expects a proportion of the energy supply of new development to be secured from decentralised and renewable or low-carbon energy sources, with a flexible approach to how carbon savings from local energy supplies are to be secured. • Supports Option 7.1 as it requires a target percentage to be set for renewable/ low carbon energy sources in new developments • supports Option 7.5 as it acknowledges that there are situations where it could be appropriate of setting levels of building sustainability above those set out nationally. <p>PPS22 Renewable Energy 2004:</p> <ul style="list-style-type: none"> • supports Option 7.1 as it encourages a percentage of the energy to be used in new development to come from on-site renewable energy developments. • supports Options 7.1 and 7.3 as it encourages small scale renewable energy schemes utilising technologies such as solar panels, biomass heating, wind

	<p>turbines, photovoltaic cells, combined heat and power schemes incorporated into new developments.</p> <p>Planning for Renewable Energy A Companion Guide to PPS22 2004:</p> <ul style="list-style-type: none"> • supports Options 7.1, 7.2, 7.3 and 7.4 as it acknowledges the need for both standalone schemes and integrated renewables within developments as well as specific targets for on-site generation.
Overall Assessment	<p>The Preferred Strategic Option is a combination of 7.1, 7.2, 7.3, 7.4 and 7.5 as there is no evidence to suggest one way or the other that renewable energy is preferred over combined heat and power and vice versa. Likewise, there is no evidence to suggest that schemes should be provided either on or off site. Using a combined approach of on and off site provision, together with energy/water efficient homes built to higher than government proscribed levels on the larger sites, will help to tackle climate change but will also provide flexibility and will allow schemes to be tailored on a site by site basis.</p> <p>Preferred Strategic Options 7.1, 7.2, 7.3, 7.4 and 7.5 have been developed into the relevant preferred approaches in the Core Strategy, namely:</p> <ul style="list-style-type: none"> • 26 Energy

<p>Issue 8: How do we ensure the viability of village settlements whilst preserving the character of these villages and the surrounding Green Belt and countryside?</p>	
<p>Option 8.1 <i>Allow expansion of all villages onto Green Belt, so as to create the conditions for an expansion of facilities and services. This option may also require redevelopment within the village cores, should the opportunity for new services and facilities arise.</i></p>	
<p>Option 8.2 <i>Identify the larger villages which provide key facilities, including shops and a school, and allow development within the village boundary as well as limited expansion onto the Green Belt, providing this does not lead to coalescence. Accept that the smaller villages will be served by nearby urban area or larger villages and only allow for limited development within the village boundaries.</i></p>	
<p>Option 8.3 <i>Only allow limited development within the village boundaries for all village settlements, so as to protect the character of the villages and surrounding countryside and restrain traffic pressure on the country lanes. Accept that villages in the borough will be largely served by the urban centres to the north, due to their proximity.</i></p>	
Context	These options are new.
Documents prepared by Dartford Council	<p>The Rural Issues Technical Paper shows that:</p> <ul style="list-style-type: none"> villages are well connected to, and are a short distance from, the urban area. only larger villages are able to sustain a range of services.
Sustainability Appraisal (SA)	<p>The SA this time round identifies Option 8.2 as the preferred option for sustainability. It:</p> <ul style="list-style-type: none"> supports Option 8.2 as it will integrate economic and community needs whilst protecting core environmental assets. does not support Option 8.1 as it is the least sustainable solution where development will occur at the expense of the wider environment. does not support Option 8.3 as it does not progress community integration and economic development.
Consultation Responses	<p>Responses to the Making Dartford a Good Place to Live, Core Strategy Issues and Options Leaflet suggest that there is:</p> <ul style="list-style-type: none"> support for Option 8.3 as protecting the Green Belt, countryside and protecting villages and residents from development impacts will improve quality of life. <p>Responses to the Core Strategy Preferred Policy Approaches suggest that there is:</p> <ul style="list-style-type: none"> support for Options 8.1 and 8.2 as there should be a review of the Green Belt where village extensions could help to create sustainable communities. support for Option 8.2 as rural development should ensure economic and community prosperity without resulting in loss of local character or over development. <p>Responses to the Site Specific Allocations Preferred Policy Approaches suggest that there is:</p> <ul style="list-style-type: none"> support for Options 8.1 and 8.2 as 14 rural sites were identified as new proposed allocations for housing, 13 of which are located outside village boundaries.
Strategic Plans	<p>The Community Strategy for Kent Thameside:</p> <ul style="list-style-type: none"> does not support Option 8.1 as it adopts a pro-active approach to safeguarding and enhancing Kent Thameside's countryside. <p>The Kent and Medway Structure Plan:</p> <ul style="list-style-type: none"> supports Option 8.2 as the separation of settlements should be maintained including safeguarding the undeveloped character of the countryside from development and village coalescence. In addition, only small scale development outside the confines of rural settlements should be allowed (SS7, QL4). does not support Option 8.1 as development that adversely affects the

	<p>countryside will not be permitted and there is a presumption against inappropriate development in the countryside (SP1, SS2 and EN1).</p> <p>The South East Plan: Draft Plan for Submission:</p> <ul style="list-style-type: none"> • does not support Option 8.1 as the Metropolitan Green Belt to the south of the Kent Thames Gateway should be protected and there should be only limited small scale affordable housing to meet defined local needs (H3, BE6, KTG3, KTG11).
Overall Assessment	<p>This assessment points towards the need for limited development within village boundaries, given that the villages are well connected to the urban area. Expansion of small villages to make services viable would have too great an impact on the Green Belt. Option 8.1 is not supported as it would not adequately protect the countryside or village character. Option 8.3 is not supported as it would not allow for sufficient development in the large villages to sustain existing rural services. The Preferred Strategic Option is 8.2 as it will maintain the Green Belt and stop coalescence of villages whilst providing sufficient rural development to meet affordable housing needs and contribute to sustaining existing rural services.</p> <p>Preferred Strategic Option 8.2 has been developed into the relevant preferred approaches in the Core Strategy, namely:</p> <ul style="list-style-type: none"> • 1 Selection of Development Sites • 4 Green Belt and Green Spaces • 20 Affordable Housing

Issue 9: Where should new retail and leisure facilities be focussed?	
<p>Option 9.1 <i>Limit new facilities on strategic sites and encourage new and enhanced provision within existing centres, in particular Dartford Town Centre.</i></p> <p>Option 9.2 <i>Focus new retail and leisure provision predominantly within Ebbsfleet and other strategic sites, so as to ensure their success.</i></p> <p>Option 9.3 <i>Allow development of retail and leisure provision at strategic sites at a scale which these developments can sustain, without encroaching into the catchment of existing centres and providing the strategic developments take active steps to support the success of the existing centres.</i></p>	
Context	Location of new retail and leisure facilities is to some extent determined by sites that already have planning permission, including Eastern Quarry and Ebbsfleet. However, there are still choices to be made in relation to further retail capacity and how this is distributed. These options replace the earlier strategic options 7.1, 7.2, 7.3 and 7.4.
Documents prepared by Dartford Council	<p>Dartford's Corporate Plan 2006/07:</p> <ul style="list-style-type: none"> • supports Options 9.1 and 9.3 as it seeks to restore the vitality/viability of Dartford Town Centre and enhance it as a place to shop, live and enjoy. <p>The Dartford and Gravesham Community Strategy Update 2006-2008:</p> <ul style="list-style-type: none"> • supports Options 9.1 and 9.3 as it recognises that Dartford town centre is performing less than neighbouring town centres in Kent. <p>The Dartford Town Centre Area Action Plan Preferred Options:</p> <ul style="list-style-type: none"> • supports Options 9.1 and 9.3 as it seeks an improved shopping offer and an expanded range of non shopping attractions including leisure and hotels uses.
Local Studies, Consultants Reports and Other Organisations Reports	<p>The Dartford Retail and Leisure Study:</p> <ul style="list-style-type: none"> • supports Options 9.1 and 9.3 as it identifies a need for significant additional convenience goods floorspace (up to 4,350 sq m) in the town centre, in addition to a new food superstore and comparison goods (up to 15,550 sq m) by 2016, in order to increase the town's catchment area expenditure. <p>Kent Thameside Hotel Futures:</p> <ul style="list-style-type: none"> • supports Options 9.3 as it identifies a need for hotel uses in the town centre, Northern Gateway, Ebbsfleet, Bluewater, The Bridge and Crossways. <p>The Marketing Study North Dartford Regeneration Area Planning Framework:</p> <ul style="list-style-type: none"> • supports Options 9.1 and 9.3 as it seeks to regenerate Dartford town centre.
Sustainability Appraisal (SA)	<p>The SA of the 2006 Core Strategy supports appropriately scaled facilities in Dartford town centre, Ebbsfleet, Bluewater, local centres, villages and strategic sites. The SA this time round identifies Option 9.3 as the preferred option for sustainability. It:</p> <ul style="list-style-type: none"> • supports Option 9.3 by allowing appropriate amount of development on strategic sites whilst ensuring support for existing centres. • does not support Options 9.1 and 9.2 as they favour either strategic sites or town centre sites at the expense of the other.
Consultation Responses	<p>Responses to the Making Dartford a Good Place to Live, Core Strategy Issues and Options Leaflet suggest that there is:</p> <ul style="list-style-type: none"> • support for Options 9.1 and 9.3 as the provision of more leisure and cultural attractions and town centre regeneration will improve quality of life. <p>Responses to the Donaldson's Public Consultation on Dartford Town Centre and Northern Gateway Area Action Plans Productions Stage Issues and Options suggest that there is:</p> <ul style="list-style-type: none"> • no support for Options 9.2, as high quality retailers are sought in the town.

	<p>Responses to the Core Strategy Preferred Policy Approaches suggest that there is:</p> <ul style="list-style-type: none"> • support for Options 9.3 as there should be a retail hierarchy, with Bluewater as a regional centre, Dartford as a secondary regional centre as well as other district centres, including at Eastern Quarry and Ebbsfleet. Also maintaining existing centre's vitality/viability is important, as is providing appropriately scaled retail in new communities. <p>Responses to the Dartford Town Centre Area Action Plan Preferred Options suggest that there is:</p> <ul style="list-style-type: none"> • support for Options 9.1 and 9.3 as the town centre is seen as a suitable location for a mix of uses including hotel development.
Strategic Plans	<p>The Community Strategy for Kent Thameside:</p> <ul style="list-style-type: none"> • does not support Option 9.2 as it envisages a continuing renaissance of Dartford town centre and a comprehensive range of leisure facilities. <p>The Kent and Medway Structure Plan:</p> <ul style="list-style-type: none"> • does not support Option 9.2 as it gives protection to culture/arts and local shopping facilities and encourages retail provision in district centres close to public transport nodes (SS5, QL11 and QL13). <p>The South East Plan: Draft Plan for Submission:</p> <ul style="list-style-type: none"> • supports Option 9.3 as Bluewater and Ebbsfleet are acknowledged as a regional centre and Dartford as a secondary regional centre. It also seeks vibrant town centres with uses that attract large numbers of people including cultural, tourism, social and community venues, office employment and leisure employment (TC1, TC2, TC3 and KTG8). <p>The Thames Gateway The Delivery Plan:</p> <ul style="list-style-type: none"> • supports all Options as Ebbsfleet Valley will give rise to transformational economic growth and investment in tourism, leisure and culture, helping to regenerate town centres.
National Guidance	<p>PPS6 Planning for Town Centres:</p> <ul style="list-style-type: none"> • supports Options 9.1 and 9.3 as it encourages the regeneration of town centres and the use of the sequential approach when locating retail development.
Overall Assessment	<p>Given that this assessment points towards a range of both retail and leisure facilities located in the town centre, other existing centres and at the strategic sites too, Options 9.1 and 9.2 are <u>not</u> supported. In particular these options will favour one type of location at the expense of the other and will either not maintain the viability and viability of existing centres or will not provide the appropriate level of facilities for new communities. The Preferred Strategic Option is 9.3 as it will provide balance across the Borough and appropriately scaled retail and leisure facilities at major sites such as Ebbfleet Valley. It will also help to protect existing facilities at district centres, will enhance the vitality and viability of the town centre and will provide a pattern of facilities that are easily accessible to both new and existing communities.</p> <p>Preferred Strategic Option 9.3 has been developed into the relevant preferred approaches in the Core Strategy, namely:</p> <ul style="list-style-type: none"> • 3 Network of Key Centres • 9 Ensuring the Success of Ebbsfleet