

**CORE STRATEGY
PREFERRED OPTIONS 2008**

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

**SUMMARY OF PREVIOUS CORE
STRATEGY CONSULTATION
RESPONSES**

JANUARY 2008

Part 1 Summary of responses from Making Dartford a Good Place to Live, Core Strategy Issues and Options Leaflet August 2005

Issue	What are the top 3 issues to do with growth and development that affect your life in Dartford?		What are the 3 most important things the Dartford of the future should be able to provide to give you a better quality of life?		What do you see as the biggest threat to your quality of life in the future?	
	Number of Responses	Percentage	Number of Responses	Percentage	Number of Responses	Percentage
Town centre regeneration, shops, markets, Lowfield Street redevelopment, heritage,	34	11%	39	14%	11	5%
Overdevelopment, over population, major development sites	35	11%			53	22%
Housing, affordable housing, elderly housing, design and density of development	15	5%	5	2%		
Traffic, roads, road through the park, rive Thames crossing, traffic management, car parking	59	19%	17	6%	33	14%
Public transport, Fastrack, bus services, train station	33	11%	42	15%	5	2%
Infrastructure, Water,	14	5%			20	8%
Green Belt, village development	24	8%	1	0.5%	10	4%
Greenspace, open space, trees, marshes, natural environment, development of riverfront, flood risk	4	1%	35	13%	9	4%
Existing communities, community spirit	3	1%	1	0.5%	2	1%
Social and community facilities, hospitals and health care, education and schools, youth facilities, elderly facilities	42	14%	46	17%	23	10%
Crime, safety, policing, anti-social behaviour	16	5%	41	15%	37	16%
Pollution, clean environment, maintenance, litter	19	6%	18	6%	31	13%
Local jobs	5	2%	7	3%	3	1%
Leisure attractions, restaurants, hotel, Bluewater	6	2%	22	8%	1	0.5%
Total	309	100%	274%	100	238	100%

Part 2 Summary of Responses from the Core Strategy Preferred Policy Approaches Document July 2006

1 The Consultation Event

The consultation on the Core Strategy and Site Specific Allocations - Preferred Policy Approaches Documents took place from 13 July 2006 to 24 August 2006. Over 400 organisations, groups and individuals were invited to respond. The consultation was advertised in the Dartford Times and documents were deposited at the Civic Centre, in all Libraries and were made available on the Council's website.

2 Assessment of Core Strategy Responses Received

1.1 General
<p>Need to explain the context including:</p> <ul style="list-style-type: none"> • the LDF suite of documents and process • the key elements of a Core Strategy • background context • linkages to the Draft South East Plan, Community Strategy and other plans and strategies • the joined up Kent Thameside approach • how flexibility will be incorporated as currently maximum figures are specified.
<p>There is confusion between the spatial vision and spatial strategy, the Core Diagram and the text.</p>
<p>The Strategic Outcomes should emphasise:</p> <ul style="list-style-type: none"> • the natural environment • the historic environment • prudent use of resources • enhancement of biodiversity • climate change • efficient use of land • reduced need for car travel • strategic development locations • a revised definition of community services
<p>Some policies are too vague and some require further policy development.</p>
<p>Some policies fail to demonstrate consistency with higher level guidance, including:</p> <ul style="list-style-type: none"> • PPS and PPG • Community Strategy • Kent and Medway Structure Plan • Draft South East Plan • KCC Waste and Minerals Plans
<p>Need to explain procedures including:</p> <ul style="list-style-type: none"> • how the PPAs emerged based on consultation responses • what options were considered in the SA and how the recommendations were taken on board the validity of the options considered.
<p>The evidence base should have been available, referred to and used to inform the 'preferred options' stage, including:</p> <ul style="list-style-type: none"> • Housing Market and Need Assessments • Housing Delivery Action Plan • Evidence relating to shortfall in housing delivery, phased delivery in line with the provision of transport infrastructure and site capacity assessments • Dartford Retail and Leisure Study • Employment Land Survey • Draft Regional Economic Strategy

<ul style="list-style-type: none"> • Open Space Strategy • Kent Biodiversity Action Plan and Habitat Action Plan • International, national and local designations • Waterfront and Waterways Study • Strategic Flood Risk Assessment
The CS should show how the evidence base has shaped the spatial strategy.
Some of the evidence is based on incorrect assumptions as the Dartford Retail and Leisure Study does not identify a hierarchy of centres, concentrates on Dartford Town Centre and assumes the Tesco store will proceed.
1.2 Growth
There are concerns about the level of growth proposed, including: <ul style="list-style-type: none"> • North West Kent is already overcrowded • no benefits for existing communities • development should be located in urban areas around key transport hubs • short to medium term capacity issues • the need to generate a critical mass in order to create sustainable communities • unbalanced development with insufficient housing in rural areas to meet local needs.
Policies on housing provision should: <ul style="list-style-type: none"> • be raised to 17,600 dwellings in urban areas and 2,400 dwellings in rural areas • be raised to 20,000 dwellings, in line with the likely change to the South East Plan • not have an upper limit • take account of the shortfall in recent delivery, with shortfalls accrued early on included in subsequent phases.
Policies should aim for balance between housing and employment growth by: <ul style="list-style-type: none"> • co-ordinating the release of residential land with employment development • retaining the overall quantum of employment land whilst allowing redevelopment of existing sites • ensuring the employment allocation meets the Draft South East Plan minimum requirement of 959,000 sqm • stating that employment allocations should not be considered as a maximum
St Clements Valley/Waterstone Park should be revisited to play a key gateway role that will minimise the need to travel, with a compact mixed use community in an accessible location rather than a single use employment scheme.
Explain why strategically identified site, Swanscombe Peninsula has not been included as an allocation
Emphasise Ebbsfleet as a regional hub, with higher density, mixed use development and high quality public transport interchange facility
Policies should ensure greenfield sites are developed last and that: <ul style="list-style-type: none"> • there is maximum use of previously developed sites - in-fill sites in existing settlements, derelict, despoiled, damaged sites, expansion of strategic sites, employment centres and Bluewater, riverfront opportunities, development to enhance the vitality and viability of the town centre • proximity to existing settlements, community facilities, jobs, alternative modes of transport and poor neighbour uses are considered • impacts are minimised on the natural environment, semi-natural habitats, biodiversity, environmental quality, green spaces, water quality and groundwater, flood risk and flood defence, local and trunk road networks • protection, mitigation and enhancement occurs even on brownfield sites
Policy should specify a local target of 60% -70% for the use of previously developed land
1.3 Provision of Infrastructure
Infrastructure policies should refer to: <ul style="list-style-type: none"> • the definition of infrastructure that reflects the Draft South East Plan Implementation Plan and/or Kent and Medway Structure Plan • service provider delivery strategies - KCC's Development Contributions Guide, KCC's Community Strategy, PCT, Active Lives, Cultural Framework/Toolkit for Thames Gateway North Kent
An holistic, local based assessment of all community facilities is needed to identify: <ul style="list-style-type: none"> • existing facilities' ability to serve developments • opportunities for expanding and upgrading existing facilities

- infrastructure requirements for larger sites
- types of community facilities needed in the Borough
- locations where sustainable transport will make facilities easily accessible to residents
- suitable co-location of community facilities
- suitable redundant buildings/sites that can be brought back to use to meet service providers requirements

Infrastructure policies should also include:

- environmental infrastructure (Green Grid, open spaces, water, air, minerals, soil, floodplains, coastlines, biodiversity)
- health, social care, education, recreation
- community halls, public art, culture, libraries
- crematoria and burial space
- prisons and court facilities
- religious facilities
- facilities that meet access needs of people with limited mobility

The Community Facility Requirements table should include the following standards:

- the provision/retention of green spaces and tree planting
- open space per head of population for new developments
- creation/enhancement of priority habitats

Policies should secure investment in infrastructure by:

- identifying specific improvements needed
- ensuring the deliverability of sites when determining development potential
- implementing an infrastructure tariff that seeks contributions from every dwelling and all commercial development to pay for strategic facilities
- adopting an approach that seeks on-site provision from developers but not strategic infrastructure
- pooling contributions from several developments
- allowing service providers to secure contributions, receive land and buildings at nil cost and guide/approve the infrastructure provided by developers
- using open book accounting to prove development cannot deliver infrastructure
- ensuring section 106 agreements are signed at the Resolution to Grant stage
- ensuring adequate investment so that local tax payers do not have to pay and local residents are not negatively impacted by development

Policies should emphasise that infrastructure capacity will be available to ensure timely delivery of developments by:

- ensuring adequate lead in times and early delivery of community infrastructure
- recognising that some facilities will not be economic/practical if built too early, e.g. problems filling a school
- not restricting development where a planned community can be delivered through investment in future infrastructure

There is concern that utilities infrastructure will not meet demand as current upgrades were based on previous demand forecasts. To overcome this, development should:

- provide adequate lead in times
- provide adequate capacity on-site and off-site with pre-construction agreements, separation of surface waters from foul sewers, sewers to adoption standard
- accommodate new utilities instead of using existing overloaded plants, with sufficient land for utilities infrastructure allocated
- minimise the impact of utilities on the environment

Policies should not refer to the 40 mega litre reservoir at Bean as it is in the wrong location, will not meet demand and is not identified in the South East Plan

1.4 Design

Policies should include design standards that:

- ensure homes have adequate standards for natural light, storage, garden/outdoor space personal space, gardens, play areas, pets, the whole family and avoids overcrowding
- provide protection of amenity for residents from bad neighbour uses e.g. wastewater treatment works

<ul style="list-style-type: none"> • are flexible to ensure they do not stifle development • clarifies what what is meant by high standard of design • encourage innovative design where it fits with the local context and local environment • encourage design champions • adopt Kent Design as an SPD.
<p>Policies on densities should:</p> <ul style="list-style-type: none"> • reflect PPS3 • aim for an average of 40dph • encourage high densities on key regeneration sites in sustainable locations, including flatted schemes on brownfield sites (to make them financially viable) • consider the need for critical mass of development in order to create sustainable communities • use minimum targets in order to maximise the potential of sites
<p>1.5 Sustainable Development</p>
<p>Policies on Sustainable Design should:</p> <ul style="list-style-type: none"> • ensure sustainable construction and prudent use of natural resources - re-use of existing buildings, using local and recycled products, • encourage transport construction and waste material from/to development sites via the River Thames • improve levels of recycling • encourage water efficiency, wastewater management, sustainable urban drainage systems, grey water harvesting/recycling • encourage sustainability to be integrated at every stage, not an add on
<ul style="list-style-type: none"> • require development to go beyond Part L of the Building Regulations, to meet standards such as SEEDAs sustainability checklist on sustainable construction and BREEAM's "Very Good" or "Excellent" standards • set targets set for resource supply, efficiency and sustainable construction.
<p>For renewable energy, there should be:</p> <ul style="list-style-type: none"> • a requirement for 10% renewable sources, with aspirations towards 15% or 20% • on-site generation where development is above 1,000 sqm non residential or 10 residential units • maximum use of renewable energy in Council owned buildings and housing • support for district heating schemes, Combined Heat and Power Plants (CHP), heat mains, wood fuel boilers using arboricultural waste, biomass and woodland co-products • criteria set for assessing renewable energy proposals including maximising local benefit, residential amenity, environmental and landscape effects • a flexible approach so that renewable energy is only required where it is viable, given other development constraints
<p>1.6 Housing</p>
<p>Housing policies should incorporate:</p> <ul style="list-style-type: none"> • a variety of housing types and sizes - units for those with learning and physical disabilities and social care needs, Lifetime Homes, sheltered housing, supported housing and student accommodation • apartments to maximise use of land • larger homes as well as a high density, close knit urban form
<p>Policies should not restrict the housing form to family housing with gardens as:</p> <ul style="list-style-type: none"> • this should be only an aspiration • it imposes unprecedented levels of control without the flexibility for house builders to determine housing form, based on market, commercial, environmental considerations • it does not cater for the type of accommodation people want to live in • it restricts flats in town centre locations • there should be a balance between family and non family housing
<p>Policies are too prescriptive and premature prior to the completion of the Housing Market Assessment and Housing Needs Survey.</p>
<p>Policies should refer to the Gypsy and Traveller Accommodation Assessment and the need to provide sites</p>
<p>Local housing needs policy should:</p>

<ul style="list-style-type: none"> • take into account the Social Housing Grant • recognise that low cost housing or discounted sale is not affordable housing • focus on the social rented sector • provide larger family sized key workers housing • consider additional development costs on brownfield land • address social exclusion • remove employment related housing
<p>Affordable housing targets should:</p> <ul style="list-style-type: none"> • ensure the strategic sites shown on the Key Diagram are subject to 30% • not include 50% on 2 or more units in rural areas as it will be financially unviable • increase Axton Chase from 30% to 50% • reduce the rural target to the same as the urban one - 30% on sites over 0.5 hectares or above 15 units • include 100% on rural exception sites. • include thresholds for affordable housing • specify a preference for on-site affordable housing and the provision of affordable housing in perpetuity
<p>1.7 Economic Development</p>
<p>Reconsider the employment approach so that:</p> <ul style="list-style-type: none"> • it considers workforce balance as well as floorspace provision • it considers B1, B2, B8, sui generis uses, with suitable use classes for specific employment sites • a range of employment premises is provided including live/work units, serviced office space, low rent/short term premises, start-ups/growing businesses, units with ICT • the employment opportunities of retail development is recognised • Eastern Quarry is recognised as a strategic employment site.
<p>There should be a review of employment sites for alternative residential or mixed uses and policies should allow redevelopment of existing sites provided:</p> <ul style="list-style-type: none"> • secure environmental and amenity improvements can be secured • equivalent employment generation can be provided on site or on additional sites, in order to retain the overall quantum of employment in the Borough • traffic impacts are taken into account.
<p>Redevelopment of the GSK land requires a more realistic approach that:</p> <ul style="list-style-type: none"> • considers existing physical, environmental and infrastructure constraints • considers rationalisation, changes to landholding and manufacturing operations • allows mineral extraction prior to redevelopment.
<p>Educational policies should:</p> <ul style="list-style-type: none"> • encourage research linkages at The Bridge • stress the need for skills development • identify a location for a further/higher education campus
<p>1.8 Retail Development</p>
<p>Retail policies should identify a hierarchy of centres, including:</p> <ul style="list-style-type: none"> • Dartford Town Centre as a secondary regional centre • Bluewater as a regional shopping centre • Longfield, Greenhithe, Ebbsfleet and Eastern Quarry as district centres • redevelopment of local centres to maintain viability and vitality • upgrading existing out of centre sites before developing new ones • appropriately scaled retail development in new centres to serve new communities • no edge of town retail beyond the DTC AAP boundaries.
<p>Reconsider Bluewater's approach so that it:</p> <ul style="list-style-type: none"> • complies with the Draft South East Plan and Kent and Medway Structure Plan • evolves its shopping and leisure offer, provided it is not at the expense of other established centres • includes additional culture/leisure facilities • grows alongside development at Ebbsfleet • extends the masterplan principles

<ul style="list-style-type: none"> • extends the footprint beyond the ring road, car parks and servicing areas.
<p>1.9 Dartford Town Centre</p>
<p>Town centre policies should emphasize:</p> <ul style="list-style-type: none"> • the breadth and quality of the retail base • primary and secondary frontages • convenience and comparison shopping sites • employment and community facilities
<p>More emphasis should be given to protecting:</p> <ul style="list-style-type: none"> • historic assets • public realm • Central Park
<p>Town centre policies should improve accessibility by making reference to:</p> <ul style="list-style-type: none"> • people with limited mobility • River Darent and Green Grid links • cycle and pedestrian management
<p>Policies on the Northern Gateway should:</p> <ul style="list-style-type: none"> • encourage mixed use development • minimise the barrier effect of the railway line
<p>Given the decision on Lowfield Street, there should be:</p> <ul style="list-style-type: none"> • a new sensitive policy on Lowfield Street within the CS • a separate South Eastern Gateway Area Action Plan.
<p>1.10 Countryside and Green Belt</p>
<p>Policies should allow rural and urban fringe development that:</p> <ul style="list-style-type: none"> • ensures economic and community prosperity • strengthens agriculture and other rural industries, e.g. farm diversification and re-use of redundant agricultural buildings • provides recreational opportunities • protects the local character and does not result in over development
<p>Policies on villages should include rural exception sites.</p>
<p>There should be a review of the Green Belt to identify more logical boundaries, especially where:</p> <ul style="list-style-type: none"> • Green Belt is surrounded by development or close to Dartford town centre • village extensions could help to create sustainable communities • sites could be developed more sustainably than other sites across the Borough.
<p>1.11 Natural Environment, Green Grid and Biodiversity</p>
<p>To ensure multi-functionality, policies on Sport and Recreation, Accessible Development and Transport should refer to the Green Grid</p>
<p>Policies should emphasise the role of green infrastructure by:</p> <ul style="list-style-type: none"> • promoting it's multi-functional nature - differing land uses and functions, sustainable drainage, local climate control, heritage, enhanced sport and recreation, access, transport routes, blue ribbons, biodiversity • seeking early delivery of green infrastructure as a key component of sustainable communities • open spaces having equal weight to community infrastructure • securing funding for delivery and site management • preparing a separate Supplementary Planning Document focussing the Green Grid network, design and implementation, proposed sites and improvement projects
<p>Policies should ensure open spaces/biodiversity are integrated into new developments by:</p> <ul style="list-style-type: none"> • considering the overall scale, design, location, amenity and crime when determining development layout • ensuring adequate private outdoor space, amenity areas and balconies in high density developments • seeking appropriate recreational access and encouraging easy access by walking and cycling, with multi purpose routes that help to reduce anti-social behaviour and encourage healthy lifestyles • creating better connections between urban and rural areas by upgrading the network of green spaces, reinstatement of footpaths severed by the A2 and increasing connectivity to the SE London Green Chain

<ul style="list-style-type: none"> • including living roofs, bird/bat boxes, ponds and native/local plant species • matching provision elsewhere when open spaces are lost to development • allowing mineral extraction of current open spaces as a way to help deliver parklands • preparing a Central Park Masterplan • incorporating survey information as part of planning applications and mitigating against the negative impacts on biodiversity
<p>Policies should improve protection of the natural environment by:</p> <ul style="list-style-type: none"> • safeguarding and enhancing existing international and national designated sites, with varying levels of protection • adding Sites of Local Conservation Interest • reappraising proposed Local Nature Reserves • giving greater protection to Dartford Marshes, Ancient Woodlands, trees, semi-natural habitats close to the urban areas, designated sites, undesignated sites that are important at the county level, biodiversity areas, species and habitat types • allowing development only in exceptional circumstances and where development overrides the nature conservation interest • including a map showing all designated and protected sites
<p>Policies should recognise the importance of trees by:</p> <ul style="list-style-type: none"> • identifying and protecting areas of Ancient Woodlands and other woodlands • noting their role in the landscape, character and biodiversity of the area
<p>Policies on Dartford Marshes should highlight:</p> <ul style="list-style-type: none"> • existing uses • nature conservation • the historical environment • employment uses at Dartford Fresh Marshes • mineral extraction prior to habitat management
<p>2.12 Heritage</p>
<p>Policies should ensure historic buildings, heritage and archaeological resources are:</p> <ul style="list-style-type: none"> • enhanced, protected and managed, especially statutory designated buildings • acknowledged as part of an overall character of the area and utilised to develop a sense of place
<p>Policies should ensure historic buildings, heritage and archaeological resources are: assessed against development impacts, with investigation taking place prior to development and preserving assets in situ where possible</p>
<p>1.13 Riverfront</p>
<p>Policies on riverfront development should not restrict:</p> <ul style="list-style-type: none"> • industrial uses and mineral/waste movement • sustainable solutions for river transport • the safeguarding of wharves for cargo handling and passenger transport • import capacity
<p>Riverfront development policies should:</p> <ul style="list-style-type: none"> • encourage managed access along rural stretches • promote the Green Grid - recreation, community use, conservation, ecological corridors and natural river margins • promote a design/public realm guide • minimise environmental impacts. • retain heritage features as a setting for Dartford Lock and Creek.
<p>1.14 Sport, Recreation, Leisure and Culture</p>
<p>Sport policies should:</p> <ul style="list-style-type: none"> • require new sport and recreation facilities to be provided in new developments • ensure equal provision elsewhere when a facility is lost to development.
<p>The need for additional policies has been identified, including:</p> <ul style="list-style-type: none"> • Tourist attractions and facilities • 2012 Olympic Games • Recreation in rural areas and edge of urban areas

1.15 Transport and Accessible Development
<p>The pattern of development should contribute towards sustainable transport by:</p> <ul style="list-style-type: none"> • focussing development in central areas and locating uses that generate HGV traffic close to the trunk road network • recognising that development should not rely on existing capacity within the trunk road network nor the existing M25 and A2 • ensuring development is phased alongside, and contributes to, public transport improvements and road capacity improvements • ensuring demand is minimised at source • mitigating against impacts arising from that development • ensuring a range of development uses are subject to travel plans
<p>Policies should emphasise a shift from car use by:</p> <ul style="list-style-type: none"> • promoting, enhancing and increasing accessibility to, sustainable modes and public transport thereby increasing the proportion of journeys made by foot, cycle and public transport • ensuring rates of traffic generation are low • minimising demand at source • ensuring mitigation of trunk road impacts • removing references that imply congestion is inevitable
<p>The Kent Thameside Model:</p> <ul style="list-style-type: none"> • may not be appropriate in all instances • should be used to assess the transport impacts of new development on the wider network but should not be the sole consideration in determining the scale of development
<p>Transport policies should also refer to:</p> <ul style="list-style-type: none"> • Local Transport Plan objectives • regional transport spokes and Ebbsfleet as a regional hub • Peninsula Way • deliveries • minimising impacts on noise/air pollution and biodiversity • the transport role of the Green Grid • improving closest transport facilities, even if outside of the Borough • support for new rail schemes
<p>Fastrack should be emphasised including:</p> <ul style="list-style-type: none"> • a link with Greenwich waterfront transit • the route running through the Bridge
<p>Improvements to Bean junction should act as a restraint measure.</p>
1.16 Public Transport
<p>Policies on public transport should emphasize:</p> <ul style="list-style-type: none"> • an integrated approach, with investment needed in passenger facilities and improved interchange facilities • the Crossrail and Thameslink and the CTRL safeguarding Directions
<p>Policies on public transport should emphasize:</p> <ul style="list-style-type: none"> • that the location of development can help to support network improvements by creating critical mass along public transport corridors • that Fastrack will expand in phases to serve major new development sites
<p>Policies on public transport should emphasize the need for provision in rural areas</p>
1.17 Car Parking
<p>Policies on car parking should:</p> <ul style="list-style-type: none"> • deal with car parking difficulties • give greater emphasis to sustainable transport modes with the level of parking reflecting proximity to public transport • ensure no unwanted side effects, e.g. displacement of parking elsewhere • encourage layout and design of parking that complements the streetscape whilst using less space • take account of space demands of increasing numbers of people carriers
<p>Parking standards should set a maximum level of parking but reduce car parking below these levels where there are alternative means of travel</p>

1.18 Development Impacts

Policies on water should be expanded to cover:

- Source Protection zones
- Water Framework Directive
- minimising risk to development in the floodplain, taking account of climate change
- measures to prevent flooding and sustainable drainage
- water pollution and quality

Policies on pollution should include:

- Better protection
- Increased traffic impact in AQMAs
- Compliance with EU Directive by 2010
- Noise intrusion from vehicles on roads
- Artificial light pollution
- Impact on existing residents
- Likely impacts from future developments

4 LIST OF RESPONDENTS

During the 2006 consultation, 87 different respondents submitted representations from a wide selection of groups as shown in the table below.

Group	Name of Respondents
Government Agencies	<ul style="list-style-type: none">• South East England Regional Assembly (SEERA)• South East England Development Agency (SEEDA)• Government Office for the South East (GOSE)• GVA Grimley on behalf of English Partnerships• Highways Agency• English Nature/Countryside Agency – now Natural England• English Heritage• Environment Agency• Forestry Commission• Sport England• South East Planning Aid
Relevant Authorities	<ul style="list-style-type: none">• Kent County Council (KCC)• Cluttons on behalf of Kent County Council Property Group• Wilks Head and Eve on behalf of Kent County Council• Kent Highway Services• Essex County Council• Gravesham Borough Council• Kent Thameside Delivery Board• Bexley Council• Howard Stoate MP• Darenth Parish Council• Swanscombe and Greenhithe Town Council• Stone Parish Council• Southfleet Parish Council
Environmental Companies	<ul style="list-style-type: none">• British Wind Energy Association• National Farmers Union• CPRE Dartford & Gravesham• Kent Wildlife Trust• London Green Belt Council
Utility Companies	<ul style="list-style-type: none">• Thames Water• Southern Water

	<ul style="list-style-type: none"> • NPower
Transport Companies	<ul style="list-style-type: none"> • Network Rail • CTRL • Port of London Authority • Freight Transport Association • Inland Waterways Association
Health/Social Companies	<ul style="list-style-type: none"> • Lambert Smith Hampton on behalf of National Offenders Management Service • South East Coast Ambulance Service NHS Trust • The Development Planning Partnership on behalf of the Department of Constitutional Affairs (Her Majesty's Court Service) • The Theatres Trust
Planning Consultancies/Developers/House Builders	<ul style="list-style-type: none"> • Indigo Planning • White Young Green, on behalf of Sainsbury's Supermarkets • Barton Willmore on behalf of Mr Hawkins • Alliance Environment and Planning on behalf of J Clubb • Cluttons on behalf of Colyer Greenhithe Estate • Aimee Luck Holmes and Hills • Cluttons • Graham Simpkin Planning • Barton Willmore on behalf of South Darenth Farms and Cold Stores • Drivas Jonas on behalf of Legal and General Assurance Society • Drivas Jonas on behalf of Blueco • Drivas Jonas on behalf of Lend Lease Europe • Keymer Cavendish • Terence O'Rourke on behalf of Cobelfret • David Lock Associates on behalf of Lafarge Cement • RPS Planning on behalf of Fairview New Homes • Planning Perspectives LLP on behalf of Tesco Stores • CgMs Consulting on behalf of Vision Homes • Peacock and Smith on behalf of Wm Morrison Supermarkets • David Lock Associates on behalf of Land Securities • GVA Grimley • Bellway Homes • Turnberry Consulting on behalf of GlaxoSmithKline • London and Quadrant Housing Trust • Boyer Planning on behalf of Redrow Homes • Planning Potential • Batcheller Thacker • Kember Loudon Williams on behalf of Millwood Designer Homes • Britannia Refined Metals • Eagle Farm
Community/Equality Groups	<ul style="list-style-type: none"> • Community Forum Bluewater • Bean Residents Association • Thames Gateway Women's Multifaith Forum • John Devine, Surveyor on behalf of Manor Gospel Trust
Individuals	<ul style="list-style-type: none"> • 12 individuals

4 NUMBER AND TYPE OF RESPONSES RECEIVED

From the representations submitted, a total of 688 individual comments were made on the Core Strategy. The tables below provides a tally of the responses received for the Core Strategy.

1-10	11-20	21-30	31-40	41-50	50+
------	-------	-------	-------	-------	-----

CORE STRATEGY	Support	Object
General	7	9
Preface	1	5
Dartford 2026	5	8
Omission		1
Sub Total	13	23
Chapter 1: Scale Of Growth And Spatial Vision		
General		1
PPA1-2: Scale Of Growth	5	16
PPA3-4: Infrastructure	9	35
PPA5-7: Balancing Housing With Employment Growth	3	6
PPA8-12: Locations For Growth	16	25
PPA13-14: How Much Land Is Required	8	14
PPA15: How Can We Create Attractive Places?	7	4
PPA16-18: Growth / Sustainable Development?	15	29
Key Diagram	1	3
Omission		3
Sub Total	64	136
Chapter 2: Housing and Communities		
General		2
PPA19-21: Design Principles	6	9
PPA22-25: Community Facilities	13	41
PPA26-27: Housing Choice	6	13
PPA28-31: Housing Needs	3	24
Diagram 1a/1b	2	2
Omission		2
Sub Total	30	93
Chapter 3: Economic Development		
PPA32-33: Employment Development	5	10
PPA34-35: Protection Of Existing Employment	6	9
PPA36-38: Education	3	3
Omission		1
Sub Total	14	23
Chapter 4: Shopping		
PPA39-41: Retail Development	5	11
PPA42: Bluewater Regional Shopping Centre	3	9
PPA43: Creating And Supporting Strong Local Centres	2	2
Omission		3
Sub Total	10	25
Chapter 5: Dartford Town Centre		
PPA44: Dartford Town Centre Area Action Plan	8	12
PPA45: Northern Gateway Area Action Plan	3	6
Omission		1
Sub Total	11	19
Chapter 6: Environmental Assets		
General	1	0
PPA46: Green Belt	6	10
PPA47-49: Countryside And Villages	4	11
PPA50-53: Green Grid	5	16
PPA54: Dartford Marshes	3	4
PPA55-57: The Natural Environment	3	15

PPA58-59: Heritage	1	6
PPA60: Riverfront	4	11
Omission	0	9
Sub Total	27	82
Chapter 7: Culture, Leisure, Sport And Recreation		
PPA61-63: Culture And Leisure	6	2
PPA64-68: Sport And Recreation	5	8
Omission		3
Sub Total	11	13
Chapter 8: Transport		
PPA69-71: Strategic Approach	8	33
PPA72: The Role Of Public Transport	2	14
PPA73: Provision Of Parking	1	8
Omission		3
Sub Total	11	58
Chapter 9: Development Impacts		
PPA74-75: Development Impacts	2	18
Omission		4
Sub Total	2	22
Chapter 10: Monitoring		
PPA76: Monitoring	0	1
Omission	0	0
Sub Total	0	1
Total for Core Strategy	193	495